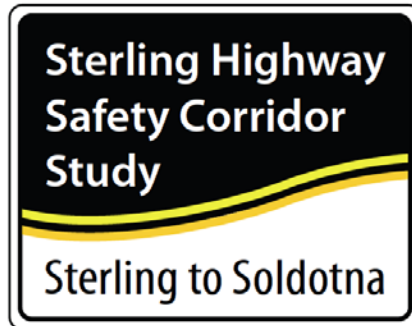


SCOPING SUMMARY REPORT



Project No. Z548300000

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ACRONYMS AND ABBREVIATIONS

ATV.....	all-terrain vehicle
CTWLTL.....	center two-way left-turn lane
DOT&PF.....	Alaska Department of Transportation and Public Facilities
GCI.....	General Communications, Inc.
KPB.....	Kenai Peninsula Borough
MP.....	milepost
NHS.....	National Highway System
ORV.....	off-road vehicle
PDD.....	Preliminary Decision Document
PER.....	Preliminary Engineering Report
PIP.....	Public Involvement and Scoping Plan
PSA.....	public service announcements
ROW.....	right-of-way
SSR.....	Scoping Summary Report

1 INTRODUCTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) is completing a state funded mobility and safety enhancement study for the Sterling Highway between Soldotna (milepost [MP] 82.5) and Sterling (MP 94), within the Kenai Peninsula Borough (KPB), Alaska (Figure 1). The Sterling Highway, originally constructed in 1950, is a part of the National Highway System (NHS) and serves as the only surface transportation link to many of the major communities on the western Kenai Peninsula, as well as serving tourism, recreation, and commercial transportation. A history of higher than average incidence of crashes involving major injuries and fatalities led to this segment of the Sterling Highway being designated as a highway safety corridor.

The DOT&PF recognizes the need to improve safety and mobility for the portion of the Sterling Highway between Sterling and Soldotna due to increased traffic from growth in the community, recreation, and tourism. An Environmental Assessment and Design Study Report were completed in 1983/1984 to widen the Sterling Highway between MP 82.5 and 94 from its current two-lane configuration to a four-lane divided highway. Additional right-of-way (ROW) was purchased in anticipation of proposed widening. However, when reconstruction of Sterling Highway between MP 82-94 was complete, the 2-lane configuration was maintained. This section of the highway has no passing lanes, limited passing opportunities, and no officially designated slow-vehicle turnouts. Previous upgrades along the corridor include widening shoulders, improving horizontal and vertical curve alignments, and improving intersections.

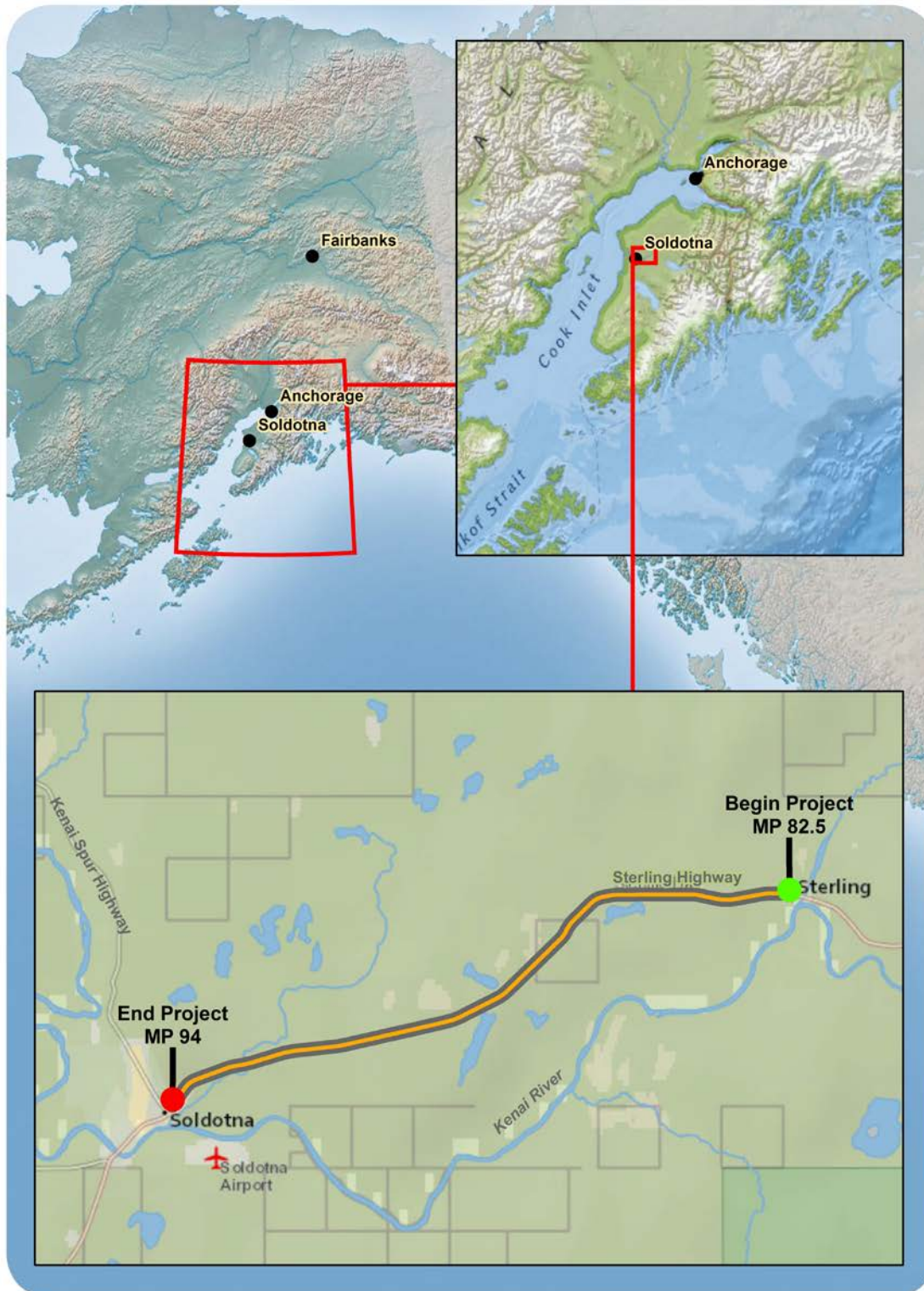


Figure 1: Study Area

2 PURPOSE OF THE SCOPING SUMMARY REPORT

The purpose of this Scoping Summary Report (SSR) is to document the public involvement undertaken to inform affected stakeholders and seek public input during preparation of a Preliminary Decision Document (PDD) and Preliminary Engineering Report (PER). The PDD identified and evaluated alternatives to improve safety and traffic flow for the portion of the Sterling Highway between Sterling and Soldotna.

This report, with its appendices, summarizes the scoping methods used, identified issues and concerns, and categorizes comments received along with their sources. Comments were received from a variety of stakeholders (or interested parties) including local residents, resource agency representatives, local government officials, and interested organizations.

3 SCOPING OVERVIEW

The DOT&PF completed a proactive public involvement program in order to provide the public with information about the project and opportunities to give their input. The DOT&PF developed a Public Involvement and Scoping Plan (PIP) defining the tools, timing, and strategy to obtain insight into current issues and possible solutions from elected and municipal officials, property owners, businesses, residents, and state and federal agencies (Appendix A).

The project team set the following goals for public participation for the Sterling Highway Safety Corridor Study: Sterling to Soldotna project. The project team committed to:

- Provide timely and accurate information to the public regarding the project through a variety of means, such as public meetings, advertisements, email, telephone, written correspondence, news articles, and website frequently-asked-questions.
- Acknowledge comments and concerns in the format received and provide feedback on how the input influenced project decisions.
- Share information in a transparent way so that members of the public become familiar with the issues and the team's response to them.
- Clearly state how, when, and where people can be involved in project decision-making.
- Clearly outline the project development process.
- Reach out to include a broad group of stakeholders in project decisions.
- Seek out and engage applicable Federal, State, and local government entities in project development.

4 SCOPING METHODS

The team announced scoping activities and events using a variety of methods including: postcard mailers, Public Service Announcements (PSAs), display advertising in the *Peninsula Clarion*, Alaska Online Public Notices, DOT&PF events calendar, area event calendars, email notices and reminders, and Facebook posts and advertising (Appendix B). PSAs asking for the public's assistance and ideas to make the Sterling Highway between Soldotna and Sterling a safer corridor and notifying the public of upcoming meetings aired on local radio stations and on General Communications Inc. (GCI) cable television. In order to reach the goals outlined in Section 3, the project team used the following public participation tools to reach stakeholders with project information and to seek input.

Develop Contact Lists

The project team developed a mailing list and email distribution list of interested public, area property owners, residents, government entities, elected officials and agencies for use throughout scoping. Public

comments and project activities triggered list updates. At the time of this writing, the list included over 3,500 U.S. Postal Service addresses and 200 email addresses.

Project E-mail Address

For those that prefer to communicate about the project via e-mail, a project e-mail address (sterlinghwy@brooks-alaska.com) was created. This address was included on advertisements, notifications, mailers, and comment forms.

Project Website

A website was developed and is hosted at <http://www.sterlinghwy.com>. The website provides a mechanism for the public to post comments, sign-up for a project update e-mail list, find locations and times of upcoming public meetings, view proposed alternatives, and find contact information for the project team. The project website is a useful tool to keep in constant contact with the public, for relaying information regarding the current project schedule, and posting progress documents. Project team contact information provided a mechanism for those interested in the project to send e-mails. The site was developed using DOT&PF's project website template and contained the following basic information:

- Home/Project Overview
- Schedule
- Public and Agency Meetings
- Documents and Reports
- Public Involvement/Comments
- Online Contact Form
- Project Team

An interactive map was also developed to provide a more effective tool that allows users to place their comment at a particular location on a map. This tool was available on the project website home page.

Social Media

Initial project announcements were posted to DOT&PF's Facebook page to provide interactive notices of public meetings or other project activity to "followers." This tool allows people who may not normally participate in any other way to comment or ask questions informally and get an official response. The DOT&PF Facebook page is located online at <https://www.facebook.com/AlaskaDOTPF>. The DOT&PF's Twitter profile is also used to notify the media and public of project meetings, updates, and road accident and closure information in the project area. The DOT&PF's Twitter profile is located at <https://twitter.com/AlaskaDOTPF>.

4.1 Public Scoping

4.1.1 Mobile Meetings

Mobile meetings were planned in the communities of Soldotna and Sterling to actively seek information from the public during peak commuter and tourist season. Each meeting was held for four hours at the following locations:

- Soldotna Fred Meyer - July 22, 2013 from 8 am to 12 pm
- Soldotna Safeway - July 22, 2013 from 2 pm to 6 pm
- Sterling Post Office - July 23, 2013 from 8 am to 12 pm
- Sterling Community Center - July 23, 2013 from 2 pm to 6 pm

Graphics of the project corridor were provided and individuals were encouraged to share their experiences, comments, and suggestions on the need for this project, potential improvement ideas, safety concerns, and any other issues they may have about the transportation corridor. Comments were collected on project maps and team member notes. Online, people commented using the interactive map, located on the project website home page.

4.1.2 Public Scoping Meetings

Several public scoping meetings were held to gather feedback on the project. The first was a project open house was held in Soldotna at the KPB Assembly Chambers on December 10, 2013, and began at 5 pm and concluded at 7 pm. Community members signed in and were greeted by project staff. Dennis Linnell, the Project Manager from HDL, gave a presentation about the project and invited all attendees to review the display graphics and ask the project staff questions. Attendees were asked to identify a cross-section preference and provide the team with an explanation of why the particular alternative was their preference. 60 people signed in and 27 written comment sheets were received by the team.

The following topics were covered in the presentation:

- Meeting purpose
- Existing alternatives
- Project description and need for improvements
- Identification of cross section alternatives
- Environmental resources
- Project schedule
- Public process/opportunities to be involved

In June 2014, two project open house meetings were held in Soldotna and Sterling to solicit comments on the draft PDD. On June 24, 2014 a project open house was held in Soldotna at the KPB Assembly Chambers, it began at 4 pm and concluded at 7 pm. On June 25, 2014 a follow up project open house was held in Sterling at the Sterling Community Club, it began at 6:30 pm and concluded at 8:30 pm. 32 people signed in at the Soldotna meeting and 28 signed in at the Sterling meeting. The team received 15 written comment sheets and identified the four-lane divided highway as the preferred alternative. This alternative includes a highway with segments of five-lane sections to accommodate transitions on both ends of the project and respond to business access concerns.

In January, 2016 the project team convened a public meeting at the KPB Assembly chambers in Soldotna to share and discuss the draft PER. The meeting began at at 4 pm and concluded at 7 pm. 73 people signed in at the meeting. The team received 17 written comment sheets, four email comments, and one letter from stakeholders.

Materials available at public meetings included a project fact sheet, comment sheet, an aerial photo of the corridor, and display boards that showed potential highway cross-sections under consideration in the PDD. Meeting materials are available in Appendix C.

4.1.3 Anchorage Transportation Fair

The project was one of several Sterling Highway corridor projects presented at the Anchorage Transportation Fair on February 4, 2016. The event was held in Anchorage and emphasized projects being completed by DOT&PF, the Municipality of Anchorage, Alaska Railroad Corporation and others within the Municipality of Anchorage. In addition, since Anchorage is Alaska's largest city, projects on the main corridors—Parks Highway, Seward Highway, Glenn Highway and Sterling Highway were also

presented. Staff manned a table for each corridor containing applicable project fact sheets. The staff were able to answer questions about the projects. Meeting materials are available in Appendix C.

4.2 Documentation of Public Comments

Public comments have been organized by topic and placed in a table in Appendix D. Comments were received throughout the project. Key comments are summarized below.

Alternatives to Consider

Commenters suggested various alternatives for the team to consider as they prepared the safety corridor study including:

- Fit an alternative to the existing ROW [so you can build something faster]
- 3 lanes – two travel lanes, center two-way left-turn lane (CTWLTL)
- 2 lanes with major intersection turn lanes and passing lanes where appropriate
- 5 lanes – two travel lanes each direct, CTWLTL (like Sterling)
- 4 lane divided with frontage/parallel routes where feasible
 - Grassy depressed median
 - Jersey barrier median where ROW narrows
- Multi-use pathway/trail – include in all alternatives to accommodate bicycles and pedestrians away from the road
- Spread traffic around, build the bridge over the Kenai to connect to Funny River Road

Access

Commenters identified areas for access improvements including desire for left and right turn lanes at major intersections and acceleration lanes at Mackey Lake Road and other side streets.

Access for Fire Response

It was requested that a median opening be maintained at On Par Lane for fire response access from the Forestry building. There were also concerns about U-turns and access to business for large trucks and recreational vehicles.

Business Impacts

A four-lane divided highway would restrict access to businesses and put them out of business.

Cost

There was concern about the cost of the project considering the current fiscal situation.

Drainage

Drainage issues were pointed out on the Sterling Highway near Solid Rock Bible Camp and near Big Johns Chevron Station.

Entering and Exiting the Highway

Stakeholders described the difficulty entering the highway and turning left to exit the highway. The U.S. Forest Service underscored this concern and the problems it created when responding to emergencies. Most commenters related the problem with the high seasonal traffic in the area and said it was the cause of the frequent “passing on the right” behavior observed on the Sterling Highway.

Environmental

A resident who lives on Whisper Lake was concerned the lots along the southern portion of the lake may be used as a gravel source. She did not want any disruption to the lake as there is a lot wildlife use. She was also concerned about lake water levels and did not want to see them change. There was concern about moose crossing the highway and if any moose crossings or other types of crash mitigation would be constructed as part of this project.

Frontage or Backage Roads

Stakeholders suggested the use of frontage roads or parallel corridors to spread the traffic out and reduce the volume on the Sterling Highway. Frontage and backage roads in the area were studied by DOT&PF in a separate project.

Impacts to businesses

Businesses operating along the corridor expressed concerns with improvements that would limit customer access. These stakeholders also tended to support a five-lane cross section for a portion (Sterling to McKay Road) or the entire corridor. Some felt that knowing what the long-term solution was, either five-lane or four-lane divided highway, would provide some certainty for business planning.

Lighting

Area stakeholders expressed a desire for lighting at the intersections and side roads only. While they understood the project team's recommendation to light the entire corridor to mitigate moose collisions, some desired less lighting.

Maintenance

DOT&PF should do a better job maintaining and replacing pavement markings and provide better sanding during winter months.

Moose Crash Mitigation

Commenters requested that DOT&PF clear ROW and add lighting for moose/vehicle collision mitigation.

Noise

There were complaints about noise generated by the rumble strips in passing zones.

Non-Motorized Users

In addition to accommodating the needs of motorists, the project must consider non-motorized users such as walkers and bikers. Stakeholder-suggested alternatives included the following:

- Multi-use pathway/trail: include in all alternatives to accommodate bicycles and pedestrians away from the road
- Wider shoulders for the length of the project
- Most commenters suggested a trail be separated from the road
- Overpasses, underpasses, or at grade crossing locations
- Consider both recreational and commuter bicyclists
- Paved pathway on one side, gravel on the other side for all-terrain vehicles (ATV)

Off-Road Vehicle Use

Residents and highway users shared observations of off-road vehicle (ORV) use along the corridor including ATVs, snow machines, and motorcycles (dirt bikes). Many characterized the drivers of these vehicles as youth (ages between 8 and 14 years old). Many felt the youth riders used the roadside because they were too young to get a driver's license. Stakeholders suggested accommodating these users in the ROW and were concerned about private property encroachments if they were not accommodated within the ROW. Stakeholders also spoke of safety concerns when ORVs stir up dust along the corridor obscuring highway users' vision. Some commenters felt these vehicles should not be permissible on the Sterling Highway.

Pavement Markings and Signage

Reflective lane markings are needed to clearly delineate the edges and centerline of the road. Requests were made for DOT&PF to review the place speed limit signs entering and exiting the Sterling area - better placement would lead to better compliance.

Pedestrian and Bike Facilities

The bike lane should be separated from the roadway wherever possible to increase safety factor.

Project Delivery Schedule

Area stakeholders sought to understand the project development process and why projects took so long. Stakeholders wanted to know why projects took so long to build when the roads were in dire need of improvement. Many stakeholders wanted DOT&PF to proceed with improvements "immediately."

Safety

Concern for safety of all users including motorists, pedestrians, bicyclists, tourists, ORV users, etc. Stakeholders were aware of the safety corridor designation and shared stories of fatal crashes, injury crashes, and near misses. They mentioned prevalent behavior such as speeding, passing on the right at intersections, tailgating, and lack of headlight use, and a seeming lack of enforcement. Commenters also spoke of the tourists who are generally unfamiliar with the area and potentially increasing the risk. The commenters suggested safety improvements including: banning cell phones, slowing traffic, banning some vehicles, and increased enforcement.

Safety Corridor

When the road is upgraded the "Safety Corridor" designation should be removed. Most of the public feel the reason for the designation is not as much about safety but it is more government control.

School Buses

Stakeholders noted that Kenai Peninsula School District buses stop on the Sterling Highway to pick up and drop off students. In the past, this has taken place in the shoulder of the road. Current practice has the school bus stopping in the travel lane. Requests were made for school bus pullouts within the corridor to increase safety.

School Zone

A Sterling Community Center representative requested better school zone flashing lights that are bright and are not obstructed by other objects along the highway and crosswalks at Swanson River Road/Scout Lake Road to provide more safety to pedestrians near Sterling Elementary School.

Sight Distance

Lower hillcrest height in area of Evergreen Drive.

Speed

Speeding is a problem on the Sterling Highway and expressed concerns regarding increase speed with a four-lane divided highway.

Support for Project

Many comments were heard in support of the project.

Traffic Volume

Stakeholders shared their observations of higher summer traffic, particularly traffic increases coinciding with salmon dip-netting on the Kenai River and special events such as the Salmonstock music festival held annually in Ninilchik. Other commenters felt the traffic volumes were high for a two-lane roadway at all times of the year.

Traffic Signals

Sterling area stakeholders suggested installation of a traffic signal at the Sterling Highway intersection with Swanson River Road to facilitate ingress and egress to the new Sterling Community Center, the Sterling School, Baptist Church, and for workers at the Swanson River oil fields. Commenters also wanted to see a traffic signal at Mackey Lake Road.

4.3 Agency Scoping

Agency scoping letters were emailed to the agency distribution list on September 4, 2013, that provided background information on the project and invited them to comment and participate in future planned scoping meetings. The National Marine Fisheries Service provided comment in response to the scoping letter (September 10, 2013) stating that they had no comments on the project. The Kenaitze Indian Tribe supported efforts to improve safety in the corridor and brought to the team's attention the area was customarily and traditionally used by the tribe.

Agency scoping materials and comments received are included in Appendix A.

The team set aside time on December 10, 2013 and June 24, 2014 to provide a briefing for KPB, City of Soldotna staff and elected officials KPB Assembly Chambers, the same location as the public meetings. E-mail invitations provided awareness of these opportunities. On December 10, 2013, approximately 5 agency personnel took advantage of this opportunity. On June 24, 2014 one agency representative was able to attend. In several cases, the elected officials and agency representatives attended public meetings.

The community of Sterling has no official government body. However, the Sterling Community Club has historically spoken for the community, submitted comments on the project, and provided a meeting venue at the Sterling Community Center.

APPENDIX A

Agency Scoping

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Sterling Highway Safety Corridor Study: Sterling to Soldotna

Alaska Department of Transportation and Public Facilities

Project No. 54830

Public Involvement and Scoping Plan



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Project Number	Date
AKSAS 54830	06/26/2013

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Project Number	Date
AKSAS 54830	06/26/2013

General Information

Project Scope

The Alaska Department of Transportation and Public Facilities (DOT&PF) Sterling Highway Safety Corridor Study project is located on the Kenai Peninsula Borough between the City of Soldotna and the community of Sterling. The purpose of the project is to address the safety concerns that led to a Highway Safety Corridor designation on this section of the Sterling Highway. A high number of fatal and major injury crashes and an over-capacity roadway during the peak fishing season contribute to the safety concerns. A four-lane divided highway provides the greatest safety benefit by physically separating opposing lanes of traffic and is the preferred solution, though other solutions will be considered. Over the course of this study, elected and municipal officials, residents, and state and federal agencies will be queried to provide further insight into existing issues and possible solutions. There will be public meetings and listening posts that will all provide an opportunity to incorporate local knowledge into the study and preliminary decision document.

The final result of the project will be environmental documentation, a summary of public and agency outreach, preliminary decision document of alternatives, and preliminary engineering for the preferred alternative.

The project is being funded by the State of Alaska through a general fund appropriation.

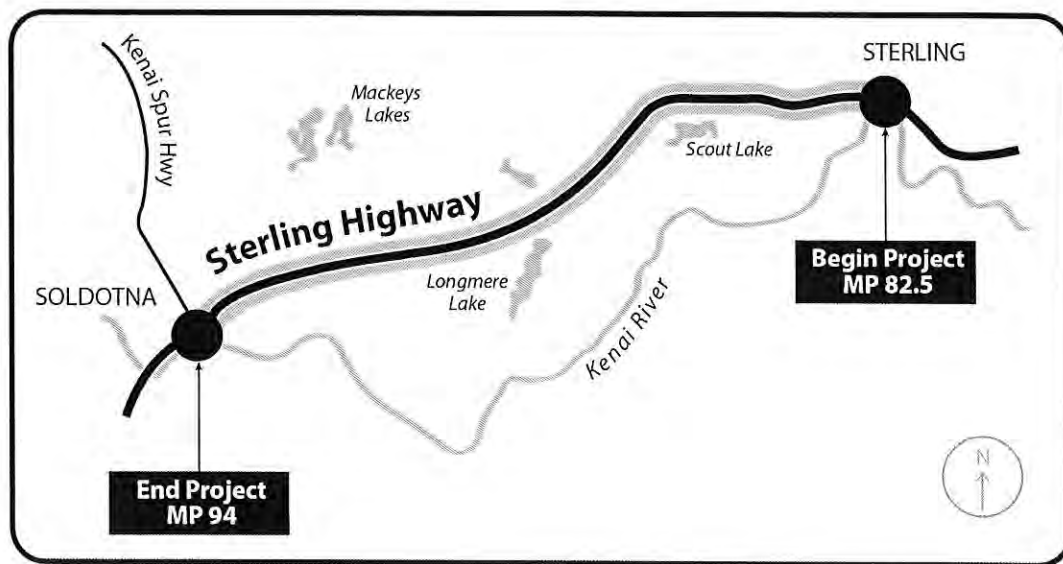


Figure 1. Location Map



Project Number	Date
AKSAS 54830	06/26/2013

Project Team

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Alaska Department of Transportation and Public Facilities (DOT&PF)

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Homestead Graphics (Web Design, Graphic Support)

9401 Homestead Trail



Project Number	Date
AKSAS 54830	06/26/2013

Anchorage, AK 99507

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Purpose of Public Participation and Scoping

This Public Involvement and Scoping Plan (PIP) sets forth strategies for communicating with the public, other interested parties, and regulatory and permitting agencies about the project. It defines the tools, timing, and strategies for obtaining public and agency input. The plan presents a range of strategies that may be used during the course of project scoping and development. The project team will use this document to guide the process of conducting the public and agency outreach for the project.

Public Participation Goals

The project team set the following goals for public participation for the Sterling Highway Safety Corridor Study: Sterling to Soldotna project. The project team will:

- Provide timely and accurate information to the public regarding the project through a variety of means, such as public meetings, advertisements, email, telephone, written correspondence, news articles and website frequently-asked-questions (FAQs).
- Acknowledge comments and concerns in the format received and provide feedback on how the input influenced project decisions.
- Share information in a transparent way so that members of the public become familiar with the issues and the team's response to them.
- Clearly state how, when and where people can be involved in project decision-making.
- Clearly outline the project development process.
- Reach out to include a broad group of stakeholders in project decisions.
- Seek out and engage applicable Federal, State and local government entities in project development.



Project Number	Date
AKSAS 54830	06/26/2013

Public Involvement Plan Development

This public involvement and scoping plan was developed in collaboration with HDL and DOT&PF.

Identification of Agency and Public Stakeholders

Below is an initial list of stakeholders. These entities will be included in the project outreach/mailing list.

This list will expand throughout the project.

General Public

- Business owners
- Commuters
- Property owners
- Residents in adjacent communities/neighborhoods
- Visitors

Local Government Entities

- Area legislators and elected officials
- Central Emergency Services
- City of Kenai
- City of Soldotna
- Kenai Peninsula Borough
- Kenai River Center
- Kenai Peninsula Borough School District

State Agencies

- Alaska Department of Environmental Conservation (ADEC)
- Alaska Department of Fish and Game (ADF&G)
- Alaska Department of Natural Resources (ADNR)
- Alaska Department of Transportation and Public Facilities (DOT&PF)
- Alaska State Troopers (AST)
- Alaska Soil and Water Conservation District

Federal Agencies

- National Marine Fisheries Service (NMFS)



Project Number	Date
AKSAS 54830	06/26/2013

- U.S. Army Corps of Engineers (USACE)
- U.S. Coast Guard (USCG)
- U.S. Forest Service (USFS)
- U.S. Fish and Wildlife Service (USFWS)
- U.S. Department of Transportation/Federal Highway Administration (FHWA)
- U.S. Environmental Protection Agency (EPA)

Tribes

- Cook Inlet Region, Inc.
- Kenai Natives Association, Inc.
- Kenaitze Indian Tribe
- Qutekcak Naive Tribe
- Chugachmiut
- Chugach Alaska Corporation

Utilities

- Alaska Communications System (ACS)
- ENSTAR Natural Gas Company (ENSTAR)
- GCI Telecommunications (Phone, Cable) (GCI)
- Homer Electric Association (HEA)

Other

- Alaska Petroleum contractors, Inc.
- Alaska Moose Federation
- Alaska Trucking Association
- Buccaneer Energy
- Central Area Rural Transit System, Incorporated (CARTS)
- Central Peninsula General Hospital
- Frontier Community Services
- Greater Soldotna Chamber of Commerce
- Hilcorp Alaska, LLC
- Kenai Historical Society
- Kenai River Sport Fishing Association



- Nordaq Energy
- Redoubt Reporter
- Sterling Area Senior Citizens, Inc.
- Sterling Community Club
- Tsalteshi Trail Association

Issues

Table 1 summarizes listing of potential issues that may arise during project development and outlines the approach to addressing the issue..

Table 1 – Potential Public Participation Issues

Issue	Public Involvement Approach
Natural experience/aesthetics for the Sterling Highway	Work with public/agencies to explore potential mitigation options if warranted.
Safety for all motorized and non-motorized users	Emphasize safety elements of the project and remember project originated in safety corridor evaluation and long range planning.
Peak season traffic volumes are 75% higher than the annual average	Work with public and agencies to find an acceptable compromise for road capacity.
The highway serves residential, business, and through traffic	The selected alternative must balance the needs of commuters, visitors, and residents.
Construction must consider traffic control during peak season	Work with public, agencies, and others to discuss traffic control and construction phase needs.
Future key intersections can be identified and established	Develop intersection location plan based on traffic analysis and development patterns.
Potential wildlife impacts	Work with agencies to avoid, minimize or mitigate impacts.
Some areas and intersections are particularly prone to major crashes	Work with stakeholders and data to identify high crash prone locations and create alternatives that address them.
Impacts to commercial and private property, public utilities, recreational access.	Inform and involve adjacent land uses, utilities, and others in developing project alternatives.
Access to trails, lakes, creeks, and recreation	Identify recreation access and mitigate or enhance access from project corridor.
Right-of-way Needs	Identify right-of-way needs in a transparent way. Provide information on future acquisition process to affected property owners.



Issue	Public Involvement Approach
Noise impacts related to widened roadway	Provide information about noise analysis completed during environmental phase. Provide link to DOT&PF Noise Policy on project web site.
Street and intersection lighting	Provide opportunity for public to weigh in on the level of lighting to be provided along the project corridor. Discuss intersection versus continuous lighting.
Cultural resources may be located in the project area	Explain the cultural resources study requirements to secure environmental clearance for the project.
Desire for multiuse pathway in project corridor	Work with the public, agencies, and others to discuss the feasibility and location of a multiuse pathway in the project corridor. Discuss ROW needs for the pathway.

Agency Scoping Methods

Various regulatory agencies will be consulted during the project development to determine issues, concerns, and feedback on project alternatives to be addressed through environmental documentation. The project team will send correspondence to regulatory agencies containing all pertinent information—location, scope, project overview to determine the studies, permitting, and mitigation required to advance the project.

Public Involvement Methods

Table 2 provides a listing of the methods proposed to use to reach the project stakeholders with project information. As the public involvement methods are used for the project, a Chronology of Public Involvement will be created to document actual public participation during the project.

Table 2 – Public Participation Methods

Public Participation Tool	Use of Tool
U.S. Postal and email lists	To allow the project team to inform interested entities, regulatory and environmental agencies and the public about the project.
Website	Develop for length of project, post all project documents, background, photos, schedule, and contact information.



Public Participation Tool	Use of Tool
Present project to regular group meetings, community councils, etc.	Provide briefings periodically at regularly scheduled meetings of organizations in the area, such as the Kenai Peninsula Borough Assembly, the City of Soldotna City Council, the City of Kenai City Council, and the Kenai Peninsula Borough School District Board.
Interactive Mapping Comments	Using Google Earth, the team developed a system to allow internet users to tie comments to a particular location on the project corridor by placing comments on a map. This tool will be used at public meetings, listening posts, and on the project web site.
Stakeholder interviews	Interview various stakeholders prior to initiating public involvement to gain insight into issues and concerns.
General public meetings	Public meetings provide an opportunity to share the current status of the project with the public and explain any developments or changes caused by agency input, design, or other interaction.
Agency meetings	Convened to provide information to agencies with direct authority over aspects of the project or resources to be affected by the project development. The meetings will be scheduled as needed.
Listening Posts	The team plans to seek out the public rather than expect the public to come to us. We will gather at several fixed locations in Soldotna and Sterling, such as the Fred Meyer grocery store. Project corridor graphics will be available for viewing and a variety of comment methods will be available for collecting input.
Informal meetings	Set up informal meetings to discuss issues related to a specific group, i.e., Soldotna Chamber of Commerce, adjacent businesses, residents, etc.
Informational flyers, newsletters and postcards	Prepare and distribute to give notice of public involvement opportunities. Newsletters and/or postcards are planned, the first to announce the project and the others to announce public meetings. Additional newsletters may be required and will be determined at a later date. Delivered via postal mailing list, email, and website; extra copies are delivered to local businesses.
Chronological list of scoping and public involvement activities	Provide a comprehensive list of activities undertaken to deliver information and seek input from the public.
Comment and response summary	Provide a comprehensive list of issues brought forth by stakeholders and track their resolution during project development.
Routine communications	Regular communication via telephone, fax, email and U.S. mail will be responded to in kind according to established protocols in the Communications section. Project email: mycomments@brooks-alaska.com



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Public Participation	
Tool	Use of Tool
Facebook https://www.facebook.com/AlaskaDOTPF	To provide interactive notices of public meetings or other project activity to the fans of the Alaska DOT&PF or project specific Facebook page. This tool will allow people who wouldn't normally participate in any other way to comment or ask questions informally, and to get an official response. Facebook is also a good place to post pictures of the issues a project is trying to solve.
Facebook ads	Use to advertise public meetings to Facebook users. It is targeted by zip code and/or demographic. A cost effective way to reach non-newspaper-reading community members who are outside the boundaries of the direct mailing.
Twitter @AlaskaDOTPF	Twitter is most useful for notifying the media of project meetings and happenings. It is also good for fast updates about accidents and unexpected road closures in the project area. To be used like a micro press release.

Website

A web site will be developed for the project and it will be hosted at www.sterlinghwy.com with links to the DOT&PF web site. The site will be developed using the DOT&PF project web site template. The site will contain the following basic information:

- Home/Project Overview
- Schedule
- Public and Agency Meetings
- Documents/Reports
- Public Involvement/Comments
- Online Contact Form
- Project Team

Meetings

Four public meetings are planned at the time of this PIP development: one to kick off the project scoping at project startup, one when the draft report is complete, and one when final report is complete (Table 3). Each meeting will be held in two locations, Sterling and Soldotna.



Table 3 – Public Involvement Meeting Schedule

Public Involvement Event/Date	Purpose of Event/Agenda Items
Public Meeting #1, August 2013	Public and agency scoping kick off (#1)
Public Meeting #2, October 2013	Public and agency scoping (#2)
Public Meeting #3, May 2014	Public Workshop (#1) Preliminary Decision Document
Public Meeting #4, February 2015	Public Workshop (#2), Preliminary Engineering Report

Typically the public meetings will be held in an open house format. In some cases, DOT&PF's and HDL Project Managers will make a short introductory presentation. Informal meetings will be held with City and Borough governments and other stakeholders as dictated by project needs. Meeting notes will be prepared documenting all meetings for project records. The records will indicate attendance, meeting materials, and presentations as well as summarize oral and written comments.

Concurrent with the public meetings, two meetings will be convened to seek input from state, federal, and local agencies to seek input, permit requirements and documentation needs.

Standing community meetings offer opportunities to present the project. Table 4 is useful for participating in existing meetings and for avoiding conflicting days and times with other locally planned events. In addition to the dates listed below, the Kenai Peninsula Fair will be held August 16th, 17th, and 18th at the Ninilchik Fair Grounds and the Kenai Peninsula Borough School year begins August 20, 2013 and ends May 21, 2014.



Table 4 – Area Events Calendar

Week	Monday	Tuesday	Wednesday	Thursday
1st	Kenai Peninsula Borough School Board, 5:30 pm		Joint Kenai/Soldotna Chamber of Commerce, 12 pm Soldotna Planning and Zoning, 5:30 pm City of Kenai Council, 7 pm	Soldotna Parks and Recreation, 5:30 pm* City of Kenai Parks and Recreation, 7 pm**
2nd	Kenai Peninsula Borough Plat/Planning Commission, 5:30 pm	Kenai Peninsula Borough Assembly, 6 pm Soldotna Chamber of Commerce, 12 pm	Kenai Chamber of Commerce and Visitor Center, 12 pm Soldotna City Council, 6 pm City of Kenai Planning and Zoning, 7 pm	
3rd			Joint Kenai/Soldotna Chamber of Commerce, 12 pm Soldotna Planning and Zoning, 5:30 pm City of Kenai Council, 7 pm	
4th	Kenai Peninsula Borough Plat/Planning Commission, 5:30 pm	Kenai Peninsula Borough Assembly, 6 pm	Soldotna City Council, 6 pm City of Kenai Planning and Zoning, 7 pm	
Last			Kenai Chamber of Commerce and Visitor Center, 12 pm	

*Soldotna Parks and Recreation Board meets February, May, and August

**Kenai Parks and Recreation meets February, April, August, October

Mailing List

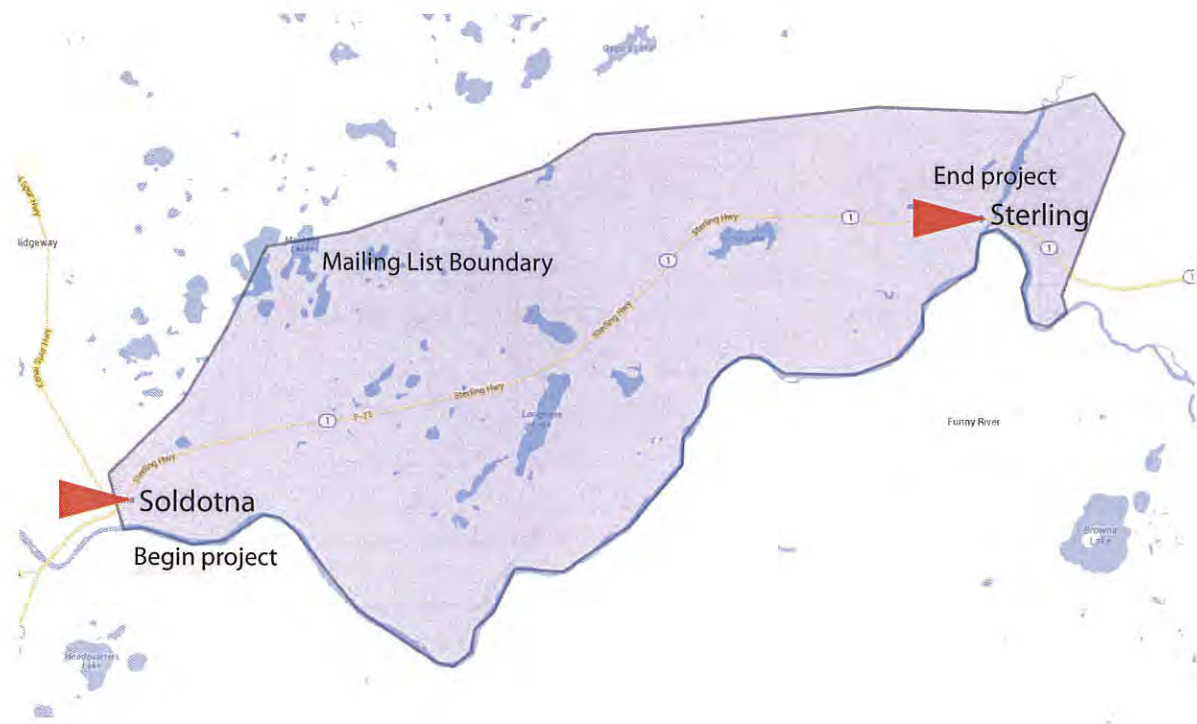
A postal mail list and an email list will be developed for the project. The postal mailing list will allow the project team to sort by location, business or interested parties. Where possible, the list will be carrier-route certified to reduce costs when preparing bulk mailings. The initial list includes the agencies listed



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above, property owners, businesses, and others within reasonable limits of the project corridor, as determined by HDL, BA and the DOT&PF. The list will be continually updated throughout the project.

The initial list of agency contacts for local, state, and federal entities have been compiled with special interests or that have jurisdiction over resources within or near the project area.



The proposed public mailing list boundary for the project is shown below.

Figure 2. Proposed Mailing List Boundary

Project Communications

This section outlines the protocols for the project including contacts with the client, public, project team, media, press, elected officials, sub-consultants, and local, state and federal agencies.

Media Communications

Regular media communication will keep the public informed throughout each phase of the project to encourage continued input during all project phases. The single point of contact for all external



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communications is Cynthia Ferguson, DOT&PF Project Manager. Media communications will include press releases, media briefings, telephone interviews and communication with elected officials.

Communications with Alaska Department of Transportation & Public Facilities

Jessica Miranda, P.E., the DOT&PF Consultant Coordinator, will handle day-to-day communications with HDL. Dennis Linnell, P.E., the HDL Project Manager will review all public involvement communication and written communication with the client and public. DOT&PF shall initiate communications (primarily email and phone) with all agencies for scoping. HDL review of agency communication will be at the DOT&PF Project Manager/Environmental Lead request. The HDL Project Manager shall approve all correspondence with agencies before transmittal to the DOT&PF Project Manager for review and delivery to the agencies.

Telephone Communications

All public involvement telephone communications will be documented with copies distributed to the DOT&PF Project Manager, the HDL Project Manager, and the Public Involvement Coordinator. Copies can be provided to other interested team members as appropriate. The original record of the telephone communication shall be located in the HDL files.

All agency telephone communications will be documented by the DOT&PF Environmental Lead with copies distributed to the HDL and DOT&PF project managers, BA and other team members. The original telephone communications record shall be located in the DOT&PF Environmental Section files.

Electronic Communications

All public involvement electronic communications will be saved as PDF files with copies distributed to the DOT&PF Project Manager, the HDL Project Manager, and the Public Involvement Coordinator. Copies can be provided to other interested team members as appropriate. The original record of the electronic communications shall be located in the HDL files.

All agency electronic communications will be documented by the DOT&PF Environmental Lead with copies distributed to the HDL and DOT&PF project managers, BA, and other team members as appropriate. The original electronic communication record shall be located in the DOT&PF Environmental Section files.



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Communicating with the Public

Following the protocols indicated above, we would respond promptly and in kind to all communication from the public. For instance, if we receive a comment via email, we will respond by email. If we receive a letter, we will respond by letter.

Documentation of Public Involvement

The Public Involvement Coordinator will be responsible for maintaining all public involvement documentation. The documents will be retained in their original form and filed as portable document files (PDF). Copies will be provided to the DOT&PF and/or HDL upon request.

Plan Evaluation

Public dialogue is very important to the success of the project. The goals to inform, educate, solicit, and respond to input must be monitored to ensure that an appropriate level of input is being received, that we are answering the public's questions, and that we are resolving issues and conflicts. DOT&PF, HDL, and BA and will monitor the public participation effectiveness and revise the plan if necessary.

Record Keeping

Throughout the project, all incoming and outgoing communications with the public and other project stakeholders will be filed electronically. The documents are coded to indicate how they were received. For example, an email from John Smith on September 23, 2013, would receive a "20130923emSmith" file name. For consistency, the DOT&PF Environmental Lead will use the same document coding for all incoming and outgoing agency communications. All documents will be filed electronically in the DOT&PF Environmental project folder. For all newsletters or postcard mailers, a snapshot of the ever-changing mailing list is saved with the newsletter file. For each project mailing, we will track how many newsletters, flyers or surveys were mailed or distributed, and how many calls, surveys or comment sheets were returned in the period following the mailing or distribution. The website will feature a counter to track the number of hits (the number of times the site has been accessed).

The Public Involvement Coordinator will discuss the public involvement activities with the respective the DOT&PF and HDL Project Managers and select other tools for involving the public if the feedback is considered insufficient.



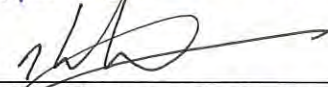
Project Number	Date
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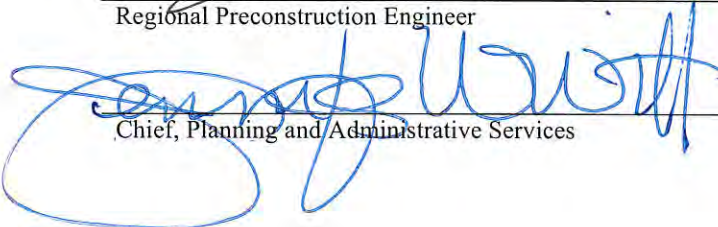
Communication

Another method for evaluating the Public Involvement Plan's effectiveness will be through our conversations with the public, agencies and potentially affected interests. If our plan is effective, we will see these indicators during the process: 1) we will not have to answer the same questions over and over — the public is getting the information and understanding the process; 2) we will be receiving a new level of input — the public will feel an issue is resolved and move on to another; 3) meetings and input will become less contentious; 4) groups polarized on either side of the fence will begin to work through issues among themselves and offer suggestions.

Approval


Project Manager 8/2/13


Regional Preconstruction Engineer 8/12/2013


Chief, Planning and Administrative Services 8/13/13

Heather A. Campfield

From: Hunt, Angela M (DOT) [angela.hunt@alaska.gov]
Sent: Wednesday, September 04, 2013 8:26 AM
To: Dan Bevington; 'Czarnezki, John'; 'imweb@borough.kenai.ak.us'; 'mbest@borough.kenai.ak.us'; 'swalden@borough.kenai.ak.us'; 'klyon@borough.kenai.ak.us'; 'gwilliams@borough.kenai.ak.us'; Russell, Pamela J (DNR); Ayers, Jean M (DNR); Thompson, Richard B (DNR); Blackwell, Jack D (DNR); Bittner, Judith E (DNR); Rinke, Hans J (DNR); Litchfield, Virginia P (DFG); Selinger, Jeff S (DFG); DEC-Webmaster (DEC sponsored); Heil, Cynthia L (DEC); Bainbridge, Steven T (DEC); Rypkema, James (DEC); Ashton, William S (DEC); Krauss, Brenda K (DEC); 'akswcd@alaskaswcds.org'; 'mdixson@ci.soldotna.ak.us'; 'acarmichael@ci.soldotna.ak.us'; 'squeen@ci.soldotna.ak.us'; 'HCD.Anchorage@noaa.gov'; 'cepoa.co.r.s.k@usace.army.mil'; 'cepoa.rd.kenai@usace.army.mil'; 'james.n.helfinstine@uscg.mil'; 'ak_kenaifish@fws.gov'; 'Maureen_deZeeuw@fws.gov'; 'ellen_lance@fws.gov'; 'srandall@fs.fed.us'; 'jeanne.hanson@noaa.gov'; 'curtis.jennifer@epa.gov'; 'lacroix.matthew@epa.gov'; 'alindgren@kenaitze.org'; 'tribaladmin@gutekcak.org'; 'info@chugachmiut.org'; 'dphillips@chugach-ak.com'; 'dglass@ciri.com'; 'kna@alaska.net'
Cc: Ferguson, Cynthia (DOT); Elliott, Brian A (DOT); Dennis R. Linnell; Heather A. Campfield; Miranda, Jessica A (DOT); 'Anne Brooks'
Subject: 54830: Sterling Hwy Safety Corridor Study_Request for Scoping Comments

Agency Staff,

The Alaska Department of Transportation and Public Facilities is soliciting comments and information on a state funded safety enhancement study for the Sterling Highway between Soldotna (milepost 82.5) and Sterling (milepost 94). The purpose of the study is to evaluate options to improve safety, identify constraints, and prioritize future safety enhancement projects. The project's scoping materials can be accessed from the link below:

http://dot.alaska.gov/creg/PDE/projects/54830_SterlingHwy_SafetyCorridor_Study/54830_SterlingHwy_SafetyStudy_AgencyScoping.pdf

After reviewing the scoping information, please reply with any comments, recommendations, and/or additional information your agency may have. We are requesting that comments be delivered by September 30, 2013. If you feel someone else in your organization should receive this notification, please forward this email with the link to the scoping materials to them so they may comment.

Thank you,
Angela Hunt

Angela Hunt



DEPT. OF TRANSPORTATION & PUBLIC FACILITIES
PD&E | ENVIRONMENTAL TEAM LEADER

Office 907.269.0529 | Fax 907.243.6927
P.O. Box 196900 | Anchorage, AK 99519-6900
angela.hunt@alaska.gov | dot.alaska.gov



September 4, 2013

Project: Sterling Highway Safety Corridor Study - Sterling to Soldotna
Project No. 54830

Re: Request for scoping comments

The Alaska Department of Transportation and Public Facilities (DOT&PF) is soliciting comments and information on a state funded safety enhancement study for the Sterling Highway between Soldotna [milepost (MP) 82.5] and Sterling (MP 94), within the Kenai Peninsula Borough, Alaska (Figure 1 and 2). The study is part of DOT&PF's continuing efforts to bring focus on improving safety within designated safety corridors and will provide direction to DOT&PF on future safety enhancement projects. The main components of the study include public, agency, and tribal outreach, environmental analysis of sensitive resources, and preliminary engineering studies.

Purpose and Need

The DOT&PF designated this segment of the Sterling Highway as a highway Safety Corridors due to its high incidents of fatal and major injury crashes and congestion during peak season. The purpose of the study is to evaluate options to improve the safety, to identify constraints, and to evaluate and prioritize future safety enhancement projects. When the study is complete, the DOT&PF will develop a preliminary decision document outlining alternatives and a preliminary engineering report for the preferred alternative.

Existing Conditions

The Sterling Highway serves as a critical transportation link serving local traffic and commuters as well as tourism, recreation, and commercial transportation. Summer traffic on the Sterling Highway between Sterling and Soldotna doubles from its annual average of approximately 8,300 to over 17,000 vehicles per day. This segment of the highway is a two-lane, two-way roadway, classified as Rural Principal Arterial - Interstate. The section of highway between MP 82.5 and 94 has no passing lanes, limited passing opportunities, and no officially designated slow-vehicle turnouts. The two lanes are divided by a painted median where left-turn lanes are provided at major intersections: Scout Lake/Swanson River Road, West Scout Lake, Robinson Loop Road/Tustamena Street, and Mackey Lake Road. Previous upgrades along the corridor include widening shoulders, improving horizontal and vertical curve alignments, and improving intersections.

Preliminary Environmental Research

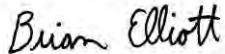
The DOT&PF conducted preliminary research and field studies to identify sensitive environmental resources within the project corridor. A summary of the preliminary research and field work is attached. You can find additional information about the study at the project's website: www.sterlinghwy.com

"Keep Alaska Moving through service and infrastructure."

If your agency has any comments, recommendations, additional information, or if you would like to request a meeting to further discuss the study, please provide a written response to our office no later than **September 30, 2013**.

Please contact Angela Hunt, Environmental Team Leader, at 269-0529 or via email at angela.hunt@alaska.gov or Cynthia Ferguson, P.E., Project Manager, at 269-0589 or via e-mail at cynthia.ferguson@alaska.gov with any questions.

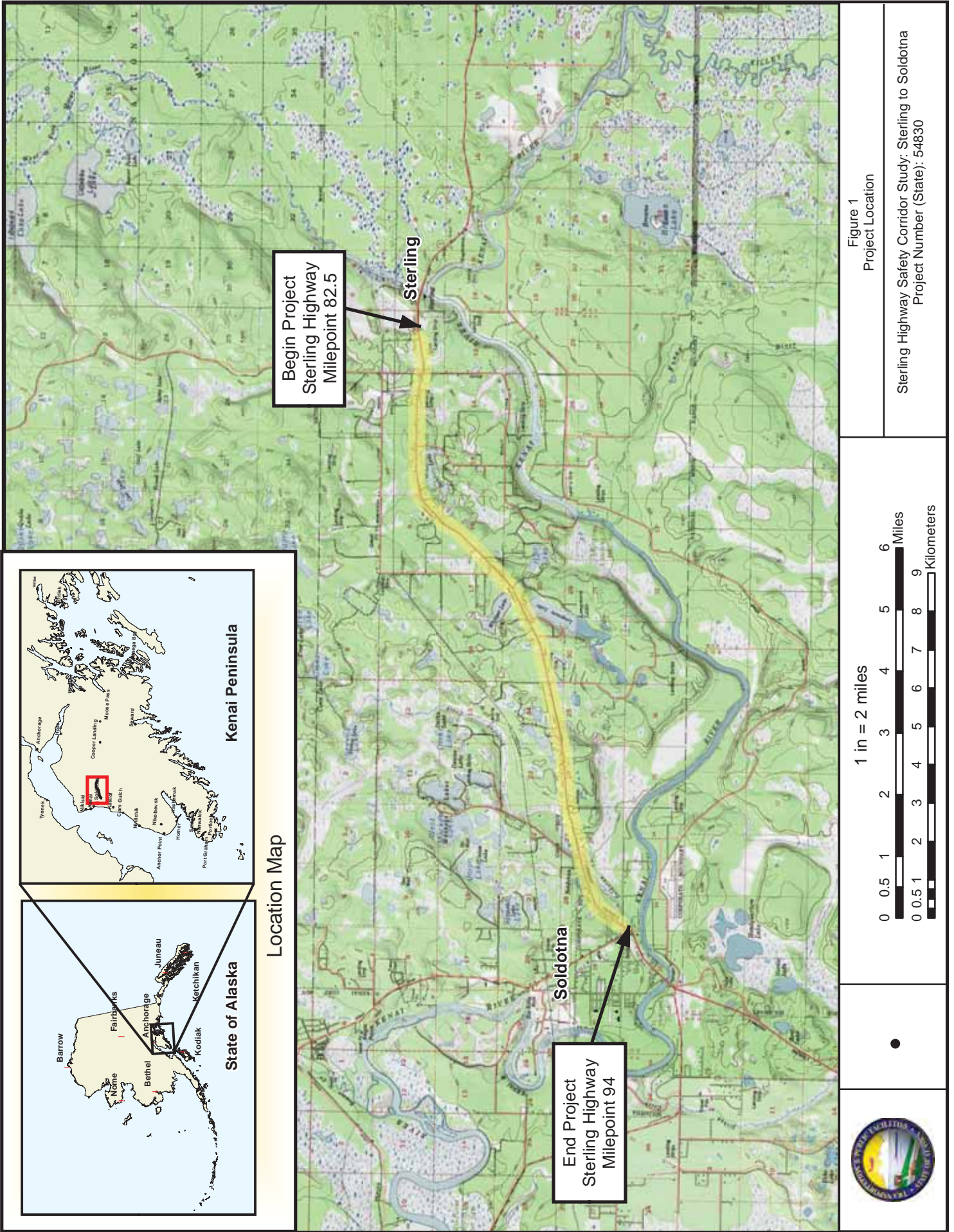
Sincerely,



Brian Elliott
Regional Environmental Manager

Attachments: Figure 1: Project Location
 Figure 2: Political and Mapping Boundaries
 Figure 3A-C: Project Area
 Figure 4: Land Use Designations
 Preliminary Environmental Research

cc w/o enclosures: Angela Hunt, DOT&PF Environmental Team Leader
 Cynthia Ferguson, P.E., DOT&PF Project Manager, Highway Design
 Dennis Linnell, P.E., HDL Project Manager
 Heather Campfield, HDL, Environmental Manager



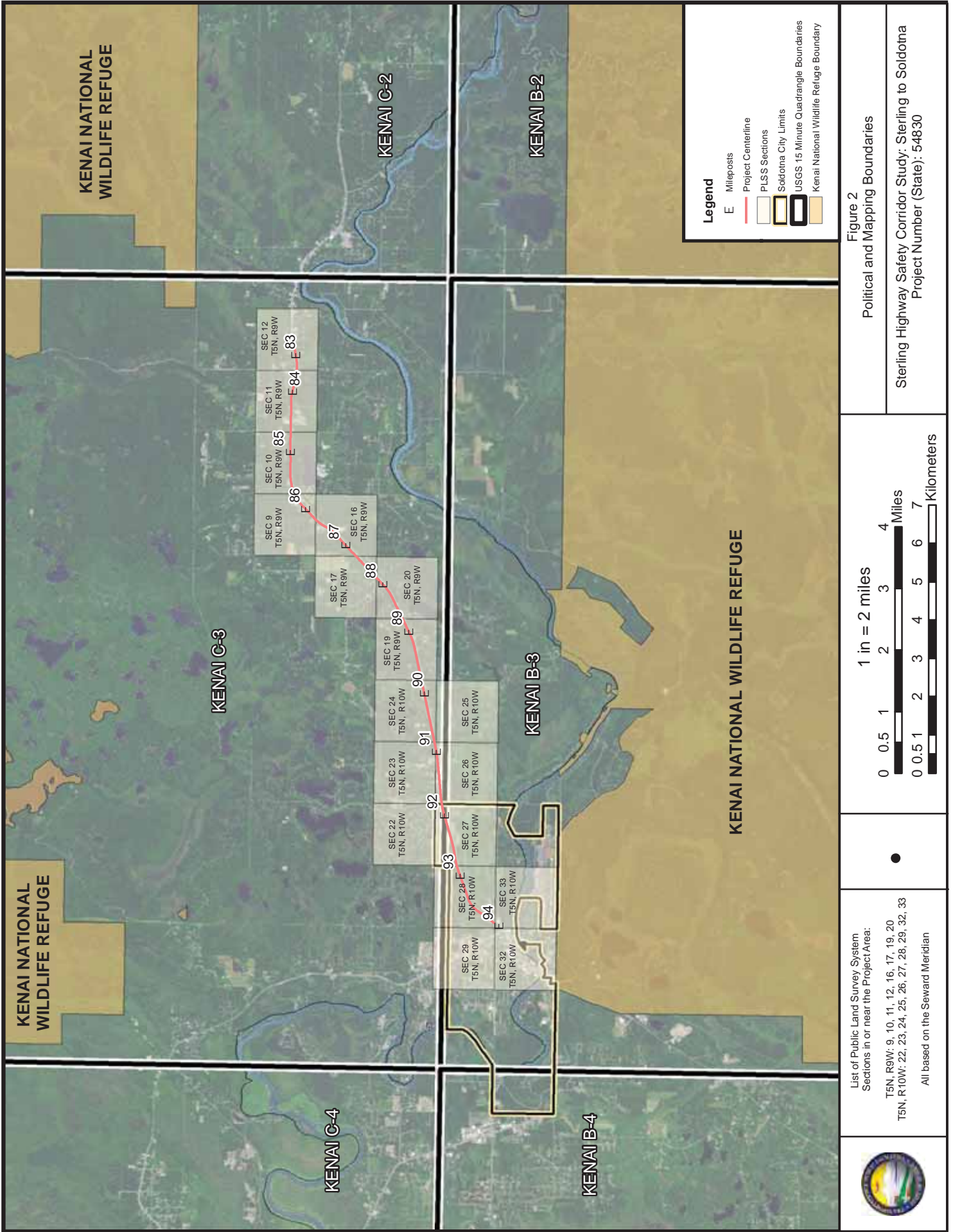
Begin Project
Sterling Highway
Milepoint 82.5

Sterling

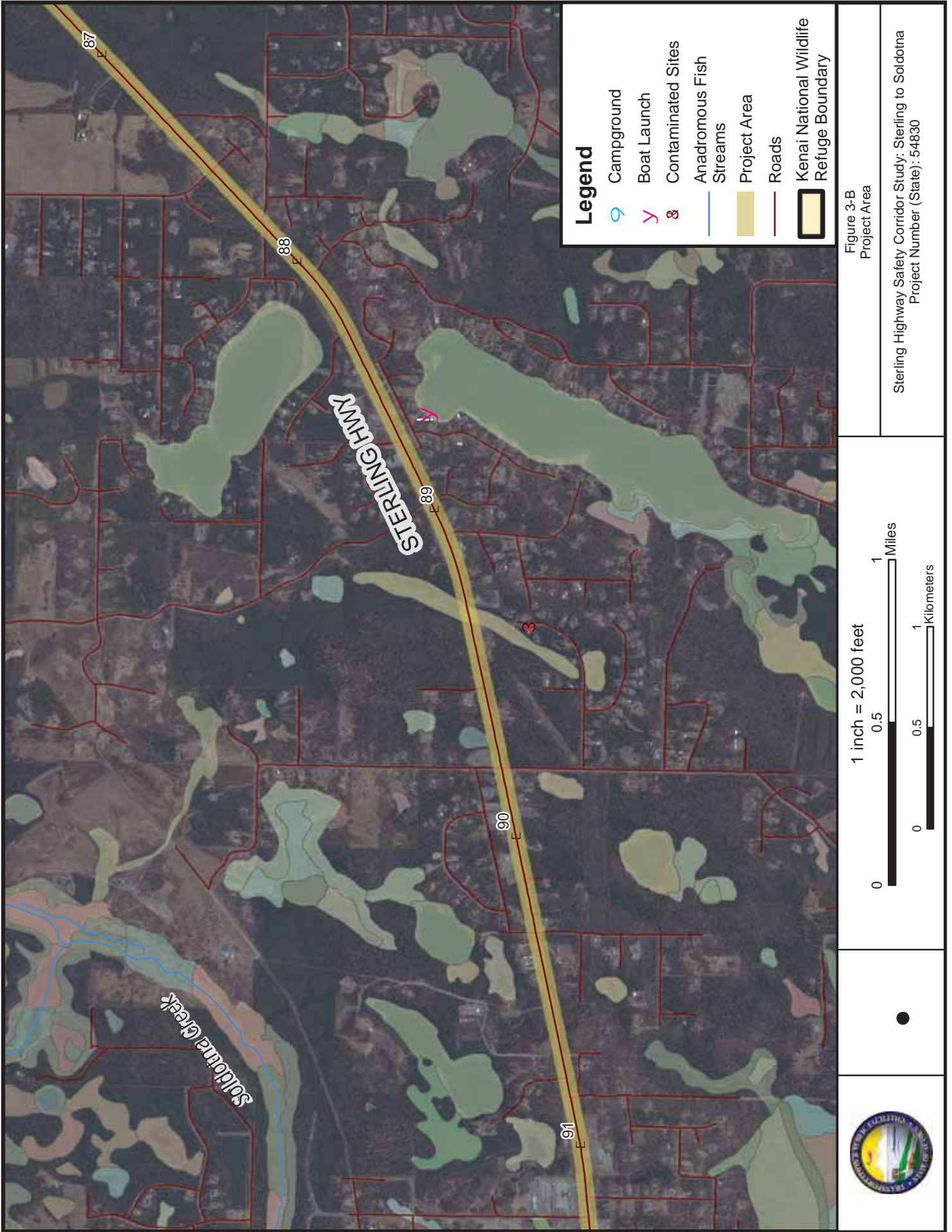
End Project
Sterling Highway
Milepoint 94

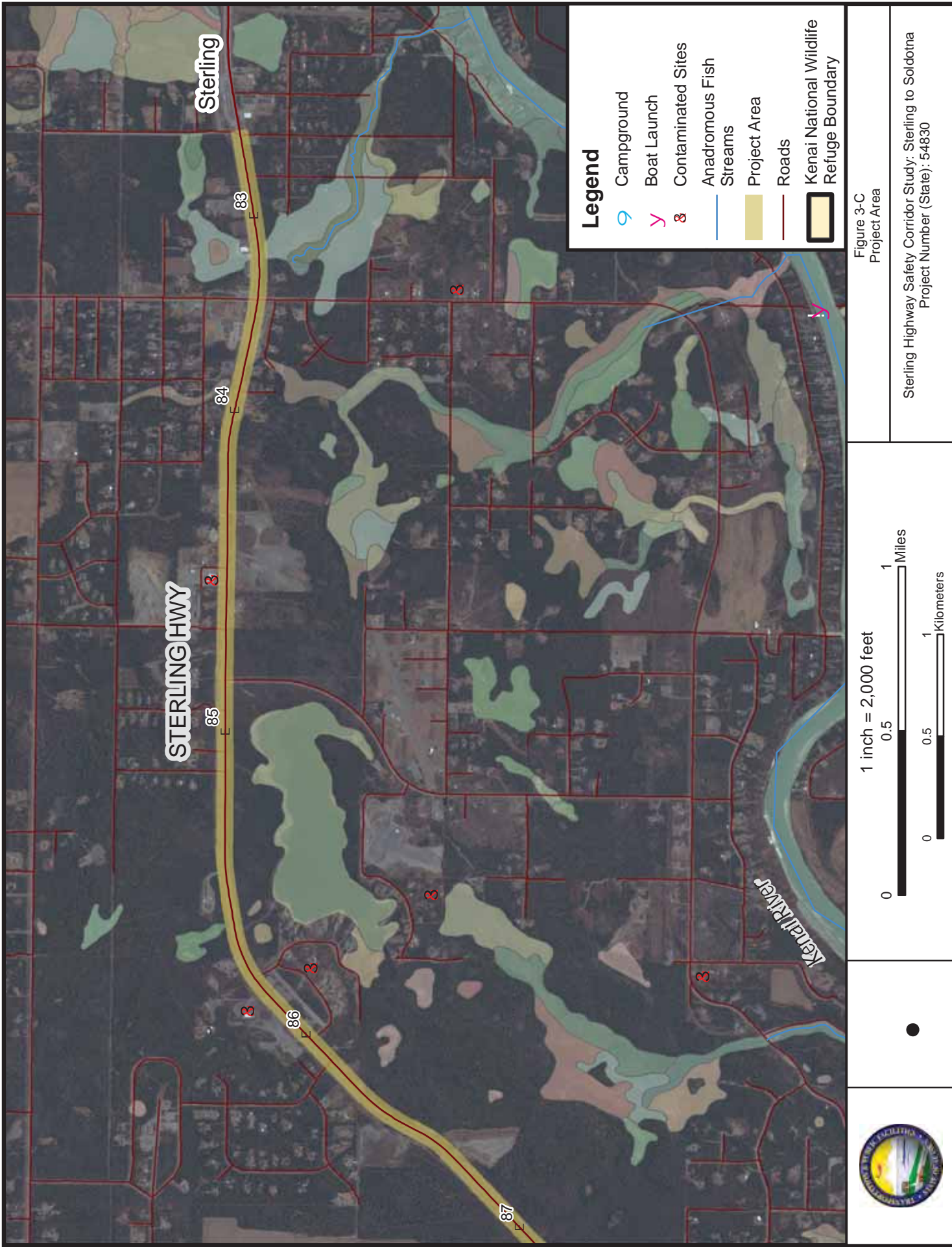
Soldotna











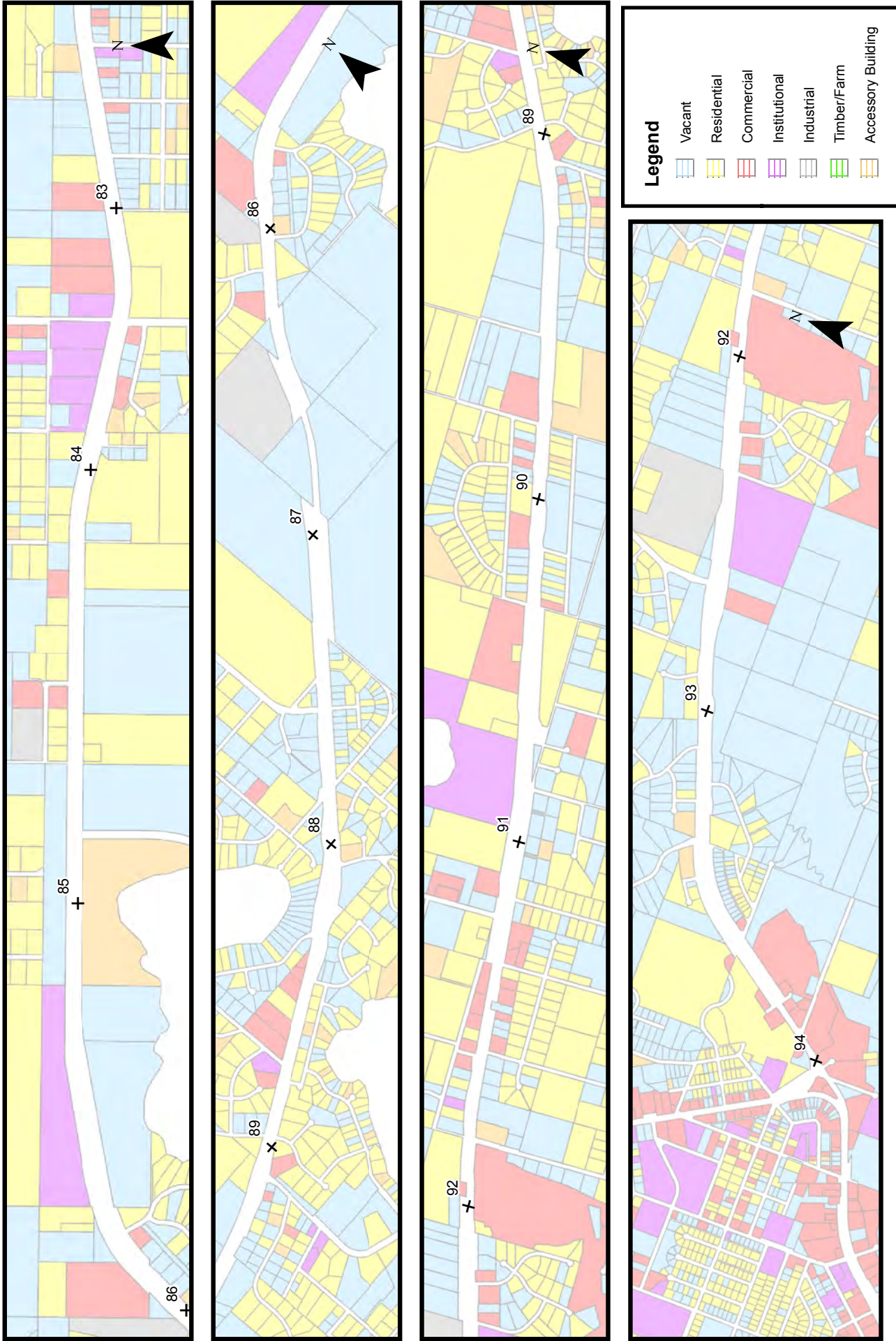
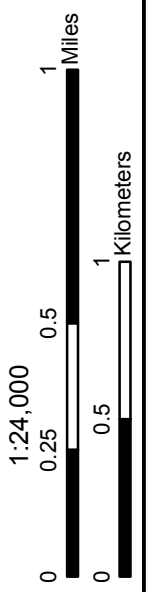


Figure 4
 Land Use Designations
 Sterling Highway Safety Corridor Study: Sterling to Soldotna
 Project Number (State): 54830

Classification based on the Landuse Layer provided by Kenai Peninsula Borough GIS as of 6/25/2013
 Mile Markers based on ADOT & PF GIS data
 Locations are approximate
 Missing markers from data set added by interpolation



PRELIMINARY ENVIRONMENTAL RESEARCH

Air Quality

A review of the Alaska Department of Environmental Conservation (ADEC) Air Non-point Mobile Source list of communities on June 3, 2013, indicated the proposed project is not located in a non-attainment or maintenance area.

Anadromous Fish Streams and Essential Fish Habitat

The Alaska Department of Fish and Game *Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* (reviewed August 20, 2013) indicates two streams in the study corridor are anadromous: an unnamed stream (244-10-10010-2061) and Soldotna Creek (244-30-10010-2039). The unnamed stream is adjacent to the corridor, approximately 500 feet south of MP 83 of the highway. The unknown stream is mapped as for coho salmon rearing. Soldotna Creek crosses the Sterling Highway through a culvert at approximately MP 92.5 and is mapped for the following species: coho salmon spawning and rearing; king salmon rearing; and dolly varden, lamprey, and stealhead trout present.

Contaminated Sites, Spills and Underground Storage Tanks

The ADEC contaminated sites databases (reviewed June 3, 2013) indicate there are known contaminated sites adjacent to the project corridor. The DOT&PF conducted a Phase I Environmental Site Assessment in accordance with ASTM E1527-93 to identify known and potential areas of contamination/hazardous materials within the project corridor. Several potential contaminated sites were identified adjacent to the corridor with most of them being associated with industrial, mechanical or gas/service stations.

Flood Plain and Regulatory Floodway

The Federal Emergency Management Agency Flood Maps (reviewed June 3, 2013) indicate that the majority of the project corridor is located within Zone D - an area with possible but undetermined flood hazards. At Soldotna Creek the Sterling Highway passes through an area mapped as Zone A - an area where no flood elevation has been determined but within the 100-year floodplain. The project corridor is located on the FEMA Flood Insurance Rate Map Panels 02012 2045 C; 020012 2070 A; 020012 2065 A.

Historic Properties, Archeological and Cultural Resources

The project corridor has had several cultural resource surveys over the last 15 years. A review of these surveys along with a field investigation will be completed in the summer of 2013. No coordination with the State Historic Preservation Office and tribes per AS 41.35.070 is required because the study does not involve construction activities.

Land Uses and Right-of-Way

Land uses adjacent to the project corridor consist of a mix of residential, commercial, and industrial areas. As part of the study, DOT&PF will inventory properties along the DOT&PF right-of-way.

The proposed project is included within Alaska's 2012-2015 Statewide Transportation Improvement Plan. The proposed project is consistent with relevant policies in the following land use plans:

- Kenai Peninsula Borough Area Comprehensive Plan (2005)
- Kenai Peninsula Borough Transportation Plan (December 2003)
- Kenai Area Plan (2001)

Migratory Birds and Eagles

Several species of migratory birds are listed as species of conservation concern in Alaska Department of Fish & Game's *Wildlife Action Plan* and have the potential to occur within the project area. Restrictions on vegetation clearing during the nesting season would be implemented with all provisions and regulations outlined in and pursuant to the Migratory Bird Treaty Act.

Preferred habitat for Bald and Golden Eagles, as described in the U.S. Fish and Wildlife Service's (USFWS) *National Bald Eagle Management Guidelines* (2007), potentially exists within the study corridor. The DOT&PF will conduct an eagle nest survey to identify active nests in the project corridor.

Moose

The DOT&PF has identified this segment of the highway as the top ranking moose-vehicle collision corridor in the state. DOT&PF will evaluate the feasibility and cost-effectiveness of various mitigation solutions such as fencing, lighting, and grade separation.

Navigable Waters

The U.S. Army Corps of Engineers Alaska District's List of Navigable Waters (reviewed on June 3, 2013) indicates that no navigable waters exist within the project corridor. The Kenai River is the closest navigable water and is located, at its closest, approximately half a mile south of the Sterling Highway.

Noise

Noise sensitive receivers within the study corridor include; residences, businesses, the Sterling School, and two parks. The DOT&PF will conduct a traffic noise study in accordance with the DOT&PF's 2011 Noise Policy.

Receiving Waters and Impaired Water Bodies

Potential receiving waters for the proposed project area are Soldotna Creek, Kenai River, Whisper Lake, Longmere Lake, Scout Lake, and various unnamed ponds and wetlands adjacent to the project corridor. Alaska's *Final Integrated Water Quality Monitoring Assessment Report* indicates none of the receiving waters are impaired.

State Parks, National Parks, National Forests, Wild and Scenic Rivers

The Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation, and the Kenai Peninsula Borough Interactive Parcel Viewer (reviewed June 2, 2013) indicate that the Scout Lake State Recreation Area and Longmere Lake Boat Launch are within the project corridor. No national parks, national forests, or wild and scenic rivers are within the project vicinity.

State Refuges, National Wildlife Refuges, Critical Habitat Areas and Sanctuaries

The National Park Service website (reviewed on June 3, 2013) indicates that the project corridor is not within a National Wildlife Refuge, Critical Habitat Area, or Sanctuary. The Kenai National Wildlife Refuge is located approximately six miles east of the project corridor.

A review of the ADF&G listing of State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries on June 3, 2013, indicated no State Refuges, Critical Habitat Areas, and Sanctuaries within the project area.

Threatened and Endangered Species

The U.S. Fish and Wildlife Service and Alaska Department of Fish and Game threatened and endangered species websites (reviewed on June 3, 2013) indicate no listed federal threatened or endangered species or their critical habitats are known to exist in the proposed project area. Two candidate species, the Kittlitz's murrelet (*Brachyramphus brevirostris*) and the yellow-billed loon (*Gavia adamsii*), have potential to be encountered in the project corridor. However, according to the Anchorage Fish and Wildlife Office Section 7 Consultation Guide Map, the preferred habitat for these two candidate species does not exist within the project corridor.

Wetlands and Other Waters of the U.S.

The U.S. Fish and Wildlife Service National Wetlands Inventory as well as the Kenai Lowland Wetland Mapping and Classification database (reviewed on June 7, 2013) indicate wetlands are present within and adjacent to the project corridor. The DOT&PF conducted a wetland delineation in accordance with the US Army Corps of Engineers Wetland Delineation Manual and 2007 Alaska Supplement, and identified several wetland complexes adjacent to the highway.

Heather A. Campfield

From: Miranda, Jessica A (DOT) [jessica.miranda@alaska.gov]
Sent: Tuesday, September 10, 2013 1:57 PM
To: Dennis R. Linnell; Heather A. Campfield; Anne Brooks (a.brooks@brooks-alaska.com)
Cc: Ferguson, Cynthia (DOT)
Subject: FW: Sterling Hwy Safety Corridor Study

Follow Up Flag: Follow up
Flag Status: Completed

From: Hunt, Angela M (DOT)
Sent: Tuesday, September 10, 2013 8:15 AM
To: Ferguson, Cynthia (DOT)
Cc: Miranda, Jessica A (DOT)
Subject: FW: Sterling Hwy Safety Corridor Study

From: Brian Lance - NOAA Federal [<mailto:brian.lance@noaa.gov>]
Sent: Monday, September 09, 2013 3:40 PM
To: Hunt, Angela M (DOT)
Subject: Sterling Hwy Safety Corridor Study

Angela

The NMFS has reviewed the scoping materials for the Sterling Highway Safety Corridor Study. We have no comments or concerns at this time. Thank you for the opportunity to comment.

Brian

--

Brian Lance
Marine Habitat Biologist
National Marine Fisheries Service
222 West 7th Ave. Room 552
P.O.Box 43
Anchorage, Alaska
907 271-1301
907 271-3030 fax
brian.lance@noaa.gov



KENAITZE
INDIAN
TRIBE

WWW.KENAITZE.ORG

PHONE: (907) 335-7200 • FAX: (907) 335-7239

P.O. BOX 988 • KENAI, AK 99611

December 27, 2013

Brian Elliott, Regional Environmental Manager
State of Alaska Dept. of Transportation & Public Facilities
P. O. Box 196900
Anchorage, AK 994519-6900

Dear Mr. Elliott,

Re: Sterling Highway Safety Corridor Study
Project 54830

The Kenaitze Indian Tribe supports efforts to bring focus on improving safety within designated safety corridors.

The safety corridor is within the territory of the Kenaitze Indian Tribe and includes lands and waters customarily and traditionally used by the Kenaitze people. We ask for the opportunity to provide input and guidance should construction and or ground disturbing activities occur.

Chiqinik, thank you for consulting with the Kenaitze Indian Tribe.

Sincerely,

Alexandra M. Lindgren
Director of Tribal Government Affairs
Kenaitze Indian Tribe



KENAITZE INDIAN TRIBE

P.O. Box 988

KENAI, AK 99611

WWW.KENAITZE.ORG



Brian Elliott, Regional Environmental Manager
State of Alaska Dept. of Transportation & Public
Facilities
P. O. Box 196900
Anchorage, AK 994519-6900

99519+6900



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Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830



For more information contact:

Anne Brooks
Public Involvement Coordinator
Brooks & Associates
Toll free: 866-535-1877
Email: sterlinghwy@brooks-alaska.com

www.sterlinghwy.com

The Alaska Department of Transportation & Public Facilities (DOT&PF) needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

The DOT&PF is seeking comment on a safety enhancement study for the Sterling Highway between Soldotna and Sterling. This segment of the Sterling Highway is one of four designated highway safety corridors in Alaska. This highway segment was designated a highway safety corridor because of its history of higher than average incidences of serious injury and fatal crashes. The study is part of DOT&PF's continuing efforts to bring focus on improving safety within designated safety corridors and will provide direction to DOT&PF on future safety enhancement projects. A four-lane divided highway provides the greatest safety benefit by physically separating opposing lanes of traffic and is the preferred solution, though other solutions will be considered in the study.

Stop by a mobile meetings in Soldotna or Sterling to share your experiences and ideas with the project team.

4 MOBILE MEETINGS

Soldotna
Monday, July 22, 2013

- 1 8 am to noon, Fred Meyer
- 2 2 -6 pm, Safeway

Sterling
Tuesday, July 23, 2013

- 3 8 am to noon, Sterling Post Office
- 4 2 -6 pm, Sterling Community Center

Look for the RV parked in the parking lot with "DOT&PF MOBILE MEETING" on the side.

If you are unable to attend or miss these meetings, do not hesitate to give us a call or log onto the project web site to comment.

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml. The ADOT&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 project should contact Anne Brooks at (907) 272-1877 to make necessary arrangements. Individuals with a hearing impairment can contact Relay Alaska at 711 for assistance.

Brooks & Associates
1704 Bannister Road
Anchorage, AK 99508-4021

PRESORTED STD
U.S. POSTAGE
PAID
PERMIT NO. 537
ANCHORAGE, AK

Sterling Highway Safety Corridor Study

Sterling to Soldotna

Mobile Meetings:

- Soldotna
Monday, July 22, 2013
- Sterling
Tuesday, July 23, 2013

**Sterling Highway
Safety Corridor
Study**

Sterling to Soldotna

AKSAS Project No. 54830

The Alaska Department of Transportation & Public Facilities (DOT&PF) needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

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**Sterling
Tuesday, July 23, 2013**

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Brooks & Associates, Toll free: 866-535-1877
Email: sterlinghwy@brooks-alaska.com



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www.sterlinghwy.com

AFFIDAVIT OF PUBLICATION

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Michelle Williams

being first duly sworn on oath deposes and says that he/she is an representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

07/18/13

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Michelle Williams

Subscribed and sworn to before

Me this 23 day of July
20 14

Britney Thompson

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES

05/18/2014

**Sterling Highway
Safety Corridor
Study**

Sterling to Soldotna

The Alaska Department of Transportation & Public Facilities (DOT&PF) needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

AKSAS Project No. 54830 The DOT&PF is seeking comment on a safety enhancement study for the Sterling Highway between Soldotna and Sterling. This segment of the Sterling Highway is one of four designated highway safety corridors in Alaska. This highway segment was designated a highway safety corridor because of its history of higher than average incidences of serious injury and fatal crashes. The study is part of DOT&PF's continuing efforts to bring focus on improving safety within designated safety corridors and will provide direction to DOT&PF on future safety enhancement projects. A four-lane divided highway provides the greatest safety benefit by physically separating opposing lanes of traffic and is the preferred solution, though other solutions will be considered in the study.

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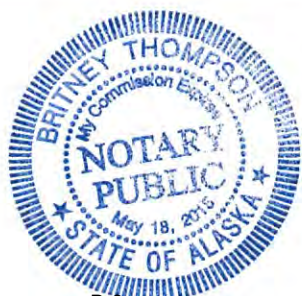
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www.sterlinghwy.com



PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
STATE OF ALASKA } ss:

Denise Reece being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the

Sterling Highway

a printed copy of which is hereto annexed was published in said paper one each and every day for one successive and consecutive day in the issues on the following dates:

July 18, 2013

X Denise Reece

SUBSCRIBED AND SWORN to me before

this 24th day of July, 2013

Jane Russell

NOTARY PUBLIC in favor for the State of Alaska.

My Commission expires 27-Aug-16



**Sterling Highway
Safety Corridor
Study**

Sterling to Soldotna

AKSAS Project No. 54830

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www.sterlinghwy.com

Date	Ad Name	Clicks	Impressions	Amount
7/18/2013 to 7/19/2013	http://www.sterlinghwy.com - News Feed Ad	113	2,740	\$21.10
7/18/2013 to 7/19/2014	http://www.sterlinghwy.com - Right Column Ad	1	13,574	\$3.46
7/19/2013 to 7/20/2013	http://www.sterlinghwy.com - News Feed Ad	230	2,654	\$20.00
7/19/2013 to 7/20/2014	http://www.sterlinghwy.com - Right Column Ad	0	5,355	\$1.56
7/19/2013 to 7/20/2015	http://www.sterlinghwy.com/ - Ad	0	1,245	\$0.35
7/20/2013 to 7/21/2013	http://www.sterlinghwy.com - News Feed Ad	258	2,770	\$20.00
7/20/2013 to 7/21/2014	http://www.sterlinghwy.com/ - Ad	29	79,537	\$19.96
7/20/2013 to 7/21/2015	http://www.sterlinghwy.com - Right Column Ad	0	148	\$0.04
7/21/2013 to 7/22/2013	http://www.sterlinghwy.com - News Feed Ad	230	4,038	\$20.00
7/21/2013 to 7/22/2014	http://www.sterlinghwy.com/ - Ad	23	79,985	\$19.98
7/21/2013 to 7/22/2015	http://www.sterlinghwy.com - Right Column Ad	0	68	\$0.02
7/22/2013 to 7/23/2013	http://www.sterlinghwy.com - News Feed Ad	189	4,277	\$20.00
7/22/2013 to 7/23/2014	http://www.sterlinghwy.com/ - Ad	24	88,216	\$19.99
7/22/2013 to 7/23/2015	http://www.sterlinghwy.com - Right Column Ad	0	87	\$0.01
7/23/2013 to 7/24/2013	http://www.sterlinghwy.com - News Feed Ad	150	3,875	\$20.00
7/23/2013 to 7/24/2014	http://www.sterlinghwy.com/ - Ad	13	50,871	\$11.94
7/23/2013 to 7/24/2015	http://www.sterlinghwy.com - Right Column Ad	0	39	\$0.01
	TOTALS	1260	339479	\$198.42



July 17, 2013

Fred Meyer
Attn: Don Bennett, Store Manager
43843 Sterling Highway, Suite 400
Soldotna, Alaska 99669

Dear Mr. Bennett:

We appreciate your willingness to assist our Alaska Department of Transportation and Public Facilities project team gather information that will enhance the safety of the Sterling Highway.

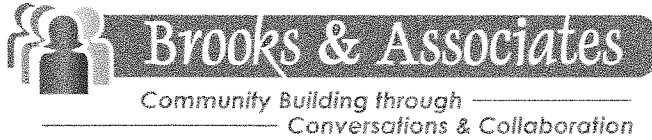
We are following through with your kind offer to stuff a flyer in shopping bags with information about our upcoming "Mobile Meetings" on July 22 and 23. Thank you for so much for doing this.

We have shipped 500 copies of the flyer for stuffing on Saturday, July 20 and Sunday, July 21.

We appreciate your aid and cooperation. We will be sure to stop by to introduce ourselves and extend our thanks in person.

Sincerely,

Marka A. Brooks, P.E.
Principal



June 21, 2013

Safeway, Inc.
Attention: Sara Osborne
Via email: Sara.Osborne@safeway.com

Dear Ms. Osborne:

I am following up a phone call my colleague, Camden Yehle, made to your office. We no longer have fax capabilities so we hope sending this to you via email will suffice. We are happy to mail the original if we can obtain a mailing address.

Let me first provide more information about the project we are undertaking. The Alaska Department of Transportation and Public Facilities (DOT&PF) is conducting a Sterling Highway Safety Corridor Study project. The project corridor is located on the Kenai Peninsula Borough between the City of Soldotna and the community of Sterling. The purpose of the project is to address the safety concerns that led to a Highway Safety Corridor designation on the study section of the Sterling Highway. A high number of fatal and major injury crashes and an over-capacity roadway during the peak fishing season contribute to the safety concerns. Over the course of this study, elected and municipal officials, residents, and state and federal agencies will be queried to provide further insight into existing issues and possible solutions. There will be public meetings and listening posts that will provide an opportunity to incorporate local knowledge into the study and preliminary decision document.

We are requesting permission to use the Soldotna Safeway parking lot as a listening post for one day during the week of July 22, 2013. For the listening post, we would park a recreational vehicle (RV) in the parking lot. The RV would have a banner on the side explaining our purpose and encouraging folks to talk to us about the safety concerns they have about the Sterling Highway between Soldotna and Sterling.

We want to ensure that this does not interfere with any company policies. If you approve, please let us know who we should coordinate with on site.

We thank you for your consideration and look forward to working with your team.

Sincerely,

M. Anne Brooks, P.E.
Owner

For Immediate Release Public Service Announcement

Suggested run dates: 7/18/2013 to 7/21/2013

The Alaska Department of Transportation & Public Facilities (DOT&PF) needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

The DOT&PF would like to write down your comments at a series of mobile meetings on the Sterling Highway Safety Corridor Study. Look for the RV with “DOT&PF MOBILE MEETING” on the side at the following locations:

Monday, July 22, 2013 in Soldotna
8 am to noon at Fred Meyer
2 pm to 6pm at Safeway

Tuesday, July 23, 2013 in Sterling
8 am to noon at Sterling Post Office
2 pm to 6 pm at the Sterling Community Center

To learn more about the project please visit www.sterlinghwy.com. For questions contact Anne Brooks toll free at 1-866-535-1877.

Distribution:

KDLL-FM allen@kdllradio.org
KFSE-FM info@radiokenai.com
KKIS-FM info@radiokenai.com
KPEN-FM kwavefm@xyz.net
KSLD-AM info@radiokenai.com
KSRM- AM info@radiokenai.com
KWHQ-FM info@radiokenai.com
KXBA-FM kwavefm@xyz.net
GCI Cable mmiller1@gci.com



Sterling Highway Safety Corridor Study Mobile Meeting

Monday, Jul 22 8:00a to 6:00p

at Fred Meyer, Soldotna, AK

The DOT&PF needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

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2 pm to 6pm - Safeway

Tuesday, July 23, Sterling
8 am to noon - Sterling Post Office
2 pm to 6 pm - Sterling Community Center

www....

Price free

Phone 1-866-535-1877

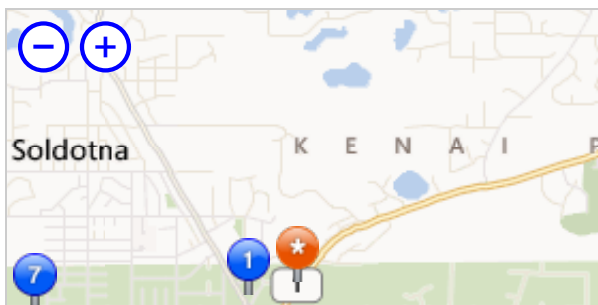
Category [Civic/Government](#)

Other Future Dates & Times

Date	Time	Type
Tue, Jul 23	8:00a	

Location & Nearby Info

[Fred Meyer](#), 43843 Sterling Highway Soldotna, AK 99669



Show nearby:

Bars Restaurants Hotels

- [Mykel's Restaurant & Lounge](#) 0.3 mi
- [Riverside House](#) 0.9 mi
- [Maverick Saloon](#) 1.1 mi

HOMER NEWS

<	Jul 2013	>				
S	M	T	W	T	F	S
	01	02	03	04	05	06
07	08	09	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

[Events](#) | [Locations](#) | [Submit Event](#) | [Search](#) | [Newsletter](#) | [Tools](#) | [RSS](#)

EVENTS

Sterling Highway Safety Corridor Study Mobile Meeting

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Monday, 22 July, 2013
08:00 AM - 06:00 PM

Cost:
free


Categories:
[Alcohol Free](#)
[Government](#)

Location: [Map](#) [Weather](#)

Fred Meyer
43843 Sterling Highway
Soldotna, AK 99669

Event Contact Info
Anne Brooks
Email: sterlinghwy@brooks-alaska.com
Phone: 866-535-1877
Website: [Click to Visit](#)

Share this Event

[Tweet](#)
Share { 0 }
[Email to a Friend](#)
 [More...](#)

Save to Your Calendar

- [Google Calendar](#)
- [Yahoo! Calendar](#)
- [Windows Live Calendar](#)
- [iCalendar \(download\) \(subscribe\)](#)
- [vCalendar \(download\)](#)

Other Dates For This Event

- **Monday, 22 July, 2013**
- [Tuesday, 23 July, 2013](#)

[View All Dates](#)

Featured Events

Saturday, 20 July, 2013

[Performers needed for Street Faire! - 09:00 AM](#)

[Homer Street Faire - 10:00 AM](#)

Monday, 12 August, 2013

[Youth/Teen Circus Arts Camp, August 12-16 - 10:00 AM](#)

- Bunnell
- CACS
- Community Rec Program
- HCOA
- Homer Public Library
- Islands & Ocean
- Kachemak Bay Campus
- Pratt Museum
- Pier One Theatre



Notice of Mobile Meetings for the "Sterling Highway Safety Corridor Study" Sterling to Soldotna: Project No. 54830

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Attachments, History, Details

Attachments
 None

Details

Department: Transportation and Public

Revision History

Created 7/18/2013 10:57:33 AM by arflippin
 Modified 7/18/2013 10:58:44 AM by arflippin

Category:	Facilities
Sub-Category:	Public Notices
Location(s):	Central Region
Project/Regulation #:	
Publish Date:	7/18/2013
Archive Date:	8/10/2013
Events/Deadlines:	<p>DOT&PF Mobile Meeting 7/22/2013 8:00am - 12:00pm View on Map</p> <p>DOT&PF Mobile Meeting 7/22/2013 2:00pm - 6:00pm View on Map</p> <p>DOT&PF Mobile Meeting 7/23/2013 8:00am - 12:00pm View on Map</p> <p>DOT&PF Mobile Meeting 7/23/2013 2:00pm - 6:00pm View on Map</p>

Sterling Highway social media notices in the format and tone that ADOT&PF is already using.

For Facebook:

To be posted 7/18:

The Alaska Department of Transportation & Public Facilities (ADOT&PF) needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

Here is the schedule for the mobile meetings:

Monday, July 22, 2013 in Soldotna

8 am to noon – Fred Meyer parking lot

2 pm to 6pm – Safeway parking lot

Tuesday, July 23, 2013 in Sterling

8 am to noon – Sterling Post Office parking lot

2 pm to 6 pm – Sterling Community Center parking lot

www.sterlinghwy.com



Sterling Highway crash in February 2009.

To be posted 7/22:

For Kenai Peninsula folks, here is the Sterling Highway Safety Study mobile meeting schedule one more time. Look for the RV with the sign on the side.

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www.sterlinghwy.com

<< use photo of the mobile meeting rv >> (we will send this one to you once we have it)

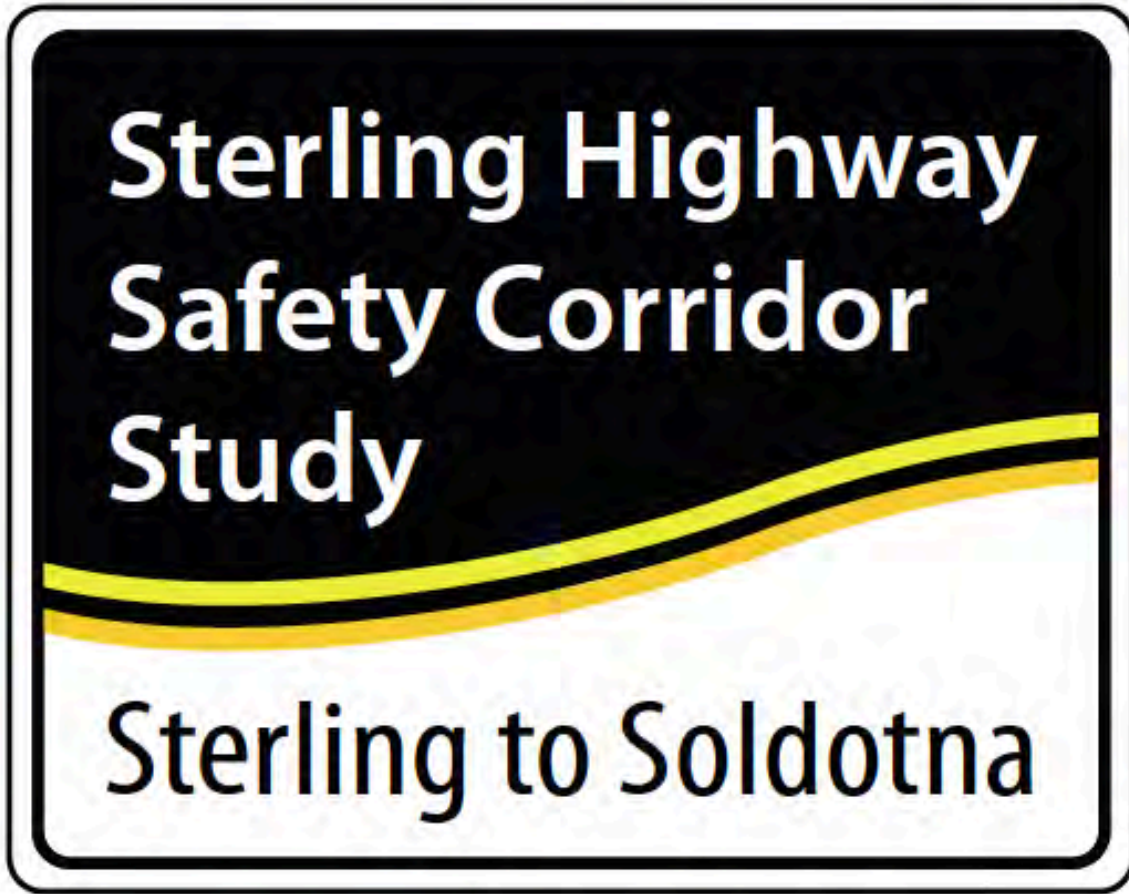
Ad: to be run in a series of variations from 7/16 to 7/21 for zip codes 99672 (Sterling), 99669 (Soldotna), 99611 (Kenai and Nikiski), 99610 (Kasilof), 99568, 99639 (Ninilchik), 99556 (Anchor Point), and 99603 (Homer)

Hot linked title at top: [Sterling Highway Safety Corridor Study](#)

Photo on left	Text on right
Crash photo (same as above)	Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor? DOT&PF wants to record your comments and ideas.
Project logo (below)	Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor? DOT&PF wants to record your comments and ideas.
Photo of the mobile meeting rv	Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor? DOT&PF wants to record your comments and ideas.

At bottom add "Like" button that links to ADOT&PF's page. It should show which

of your friends have already liked the page.
<https://www.facebook.com/AlaskaDOTPF?fref=ts>



Example facebook ad:

Back Pain Got You Down?



Click & learn about the 7 Secrets to Getting Rid of Your Back Pain—only for Alaskans.

👍 Like · Marisa Glieco and Barbara Siefert like Better Health Pain & Wellness Ctrs.



Tracy Went and 2 other friends like Target.

RELATED POST



Target

Like Page

Fill in the blank: "My favorite candy bar for making s'mores is ____." #SummerUp

Like · Comment · Share · 6,247 · 6,066 · 150 · Sponsored

For twitter:

7/16

We are having mobile meetings to talk about safety on the Sterling Hwy July 22, 23 in Soldotna and Sterling. Schedule at www.sterlinghwy.com

7/22

Sterling Hwy Safety Study mobile meetings start today in Soldotna and Sterling. Schedule and locations at www.sterlinghwy.com

Anne Brooks <a.brooks@brooks-alaska.com>
To: camden@brooks-alaska.com
Reply-To: a.brooks@brooks-alaska.com
Sterling Highway Safety Corridor Study - Mobile Meetings Reminder

July 21, 2013 9:00 AM



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

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Tel: 1-907-272-1877
Email: sterlinghwy@brooks-alaska.com

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This email was sent to camden@brooks-alaska.com by a.brooks@brooks-alaska.com | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

Brooks and Associates | 301 West Northern Lights Blvd | Suite 440 | Anchorage | AK | 99503

Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830



For more information contact:

Anne Brooks
Public Involvement Coordinator
Brooks & Associates
Toll free: 866-535-1877
Email: comments.brooksalaska@gmail.com

www.sterlinghwy.com

Join us for a project update for the Sterling Highway Safety Corridor Study. (See date below.) The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Project Update Meeting

Tuesday, December 10, 2013

5 to 7 p.m., Team Presentation at 5:15 p.m.
Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna

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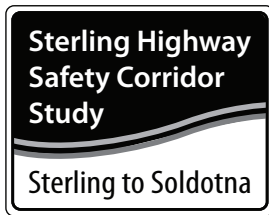
Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508

**Sterling Highway
Safety Corridor
Study**

Sterling to Soldotna

Public Meeting
Tuesday, December 10, 2013

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AKSAS Project No. 54830

Join us for a project update for the Sterling Highway Safety Corridor Study. (See date below.) The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Public Meeting

Tuesday, December 10, 2013

5 to 7 p.m., Team Presentation at 5:15 p.m.
Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna

For more information contact:

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Brooks & Associates, Toll free: 866-535-1877
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www.sterlinghwy.com

PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
STATE OF ALASKA } ss:

Denise Reece being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the Sterling Highway Safety Corridor

a printed copy of which is hereto annexed was published in said paper one each and every day for three successive and consecutive days in the issues on the following dates:

December 4, 6, 9, 2013

X Denise Reece

SUBSCRIBED AND SWORN to me before this 10th day of December, 2013

Jane Russell

NOTARY PUBLIC in favor for the State of Alaska.

My Commission expires 27-Aug-16



Sterling Highway Safety Corridor Study
Sterling to Soldotna
AKSAS Project No. 54830

Join us for a project update for the Sterling Highway Safety Corridor Study. (See date below.) The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Public Meeting

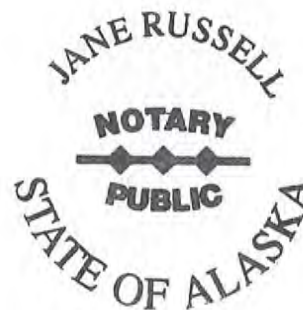
Tuesday, December 10, 2013
5 to 7 p.m., Team Presentation at 5:15 p.m.
Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna

For more information contact:
Anne Brooks, Public Involvement Coordinator
Brooks & Associates, Toll free: 866-535-1877
Email: comments.brooksalaska@gmail.com

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www.sterlinghwy.com



Notice of a Public Meeting: Sterling Highway Safety Corridor Study: Sterling to Soldotna

Join us for a project update for the Sterling Highway Safety Corridor Study. (See date below.) The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Tuesday, December 10, 2013

Kenai Peninsula Borough Assembly Chambers

144 North Binkley, Soldotna

5 to 7 p.m., Team Presentation at 5:15 p.m.

For more information contact:

Anne Brooks, Public Involvement Coordinator

Brooks & Associates

Toll Free Phone: 866-535-1877

E-mail: comments.brooksalaska@gmail.com

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It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) number, (907)269-0473. We can offer reasonable accommodation for special needs related to other disabilities.

Attachments, History, Details

Attachments

None

Revision History

Created 12/3/2013 4:01:16 PM by mlbyrd

Modified 12/3/2013 5:33:48 PM by mlbyrd

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region
Project/Regulation #:	54830

Publish Date: 12/3/2013

Archive Date: 12/20/2013

Events/Deadlines:



Camden Yehle <camden.brooksalaska@gmail.com>

Sterling Highway Safety Corridor Study - Public Meeting, December 10

1 message

Anne Brooks <anne.brooksalaska@gmail.com>

Tue, Dec 3, 2013 at 11:16 AM

Reply-To: mycomments@brooks-alaska.com

To: camden@brooks-alaska.com

**Sterling Highway Safety Corridor Study***Sterling to Soldotna*

AKSAS Project No. 54830

Join us for a project update for the Sterling Highway Safety Corridor Study. The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Tuesday, December 10, 2013**Kenai Peninsula Borough Assembly Chambers****144 North Binkley, Soldotna****5 to 7 p.m., Team Presentation at 5:15 p.m.**

If you are unable to attend or miss the meeting, do not hesitate to reply to this email, give us a call, or log onto the project website to comment.

www.sterlinghwy.com

For additional information contact:

Public Involvement Coordinator

Anne Brooks

Brooks & Associates

Tel: [1-907-272-1877](tel:1-907-272-1877)Email: sterlinghwy@brooks-alaska.com

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Camden Yehle <camden.brooksalaska@gmail.com>

Reminder: Sterling Highway Safety Corridor Study - Public Meeting, December 10

1 message

Anne Brooks <anne.brooksalaska@gmail.com>
Reply-To: mycomments@brooks-alaska.com
To: camden@brooks-alaska.com

Mon, Dec 9, 2013 at 8:31 AM

**Sterling Highway Safety Corridor Study***Sterling to Soldotna*

AKSAS Project No. 54830

Join us for a project update for the Sterling Highway Safety Corridor Study. The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Tuesday, December 10, 2013

**Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna
5 to 7 p.m., Team Presentation at 5:15 p.m.**

If you are unable to attend or miss the meeting, do not hesitate to reply to this email, give us a call, or log onto the project website to comment.

www.sterlinghwy.com

For additional information contact:

Public Involvement Coordinator

Anne Brooks

Brooks & Associates

Tel: [1-907-272-1877](tel:1-907-272-1877)

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For Immediate Release
Contact: Anne Brooks, Public Involvement Coordinator
Toll Free Telephone: 1-866-535-1877
Email: mycomments@brooks-alaska.com

**PUBLIC SERVICE ANNOUNCEMENT – STERLING HIGHWAY SAFETY
CORRIDOR STUDY: STERLING TO SOLDOTNA**

30 SECOND SPOT

(Soldotna and Sterling, Alaska) – the Alaska Department of Transportation and Public Facilities invites you to a public meeting Tuesday, December 10, from 5 to 7 p.m. at the Kenai Peninsula Borough Assembly Chambers, in Soldotna. The project team will provide an update on the Sterling Highway Safety Corridor Study. The project team will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna. More information about the project can be found by searching the web for “Sterling Highway Safety Corridor.” For more information about the meeting call Anne Brooks toll free at 866-535-1877.

###

For more information:

Project website: <http://www.sterlinghwy.com>

The Alaska Department of Transportation and Public Facilities oversees 254 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to “*Keep Alaska Moving through service and infrastructure.*”

Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830



For more information contact:

Anne Brooks
Public Involvement Coordinator
Brooks & Associates
Toll free: 866-535-1877
Email: comments.brooksalaska@gmail.com

www.sterlinghwy.com

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

Come provide feedback and get your questions answered.

To view the Preliminary Decision Document prior to the meeting, please visit www.sterlinghwy.com.

Public Meetings will be held at two locations!

SOLDOTNA

Tuesday, June 24, 2014

Stop by anytime between 4 and 7 pm.
Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna

STERLING

Wednesday, June 25, 2014

Stop by anytime between 6:30 and 8:30 pm
Sterling Community Club, Gym
35040 Sterling Hwy Mile 83.5, Sterling

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1704 Rogers Park Court
Anchorage, AK 99508

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Sterling Highway
Safety Corridor
Study

Sterling to Soldotna

Two Public Meetings ~ Two Locations!

SOLDOTNA - **Tuesday, June 24, 2014**

STERLING - **Wednesday, June 25, 2014**

**Sterling Highway
Safety Corridor
Study**
Sterling to Soldotna

AKSAS Project No. 54830

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

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www.sterlinghwy.com

PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
STATE OF ALASKA } ss:

Becky Thomas being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the Sterling Highway

a printed copy of which is hereto annexed was published in said paper one each and every one for three successive and consecutive days in the issues on the following dates:
6/10, 17 & 20, 2014

Becky Thomas

SUBSCRIBED AND SWORN to me before this 23rd day of June, 2014

Jane Russell

NOTARY PUBLIC in favor for the State of Alaska.

My Commission expires 27-Aug-16

**Sterling Highway
Safety Corridor
Study**

Sterling to Soldotna

AKSAS Project No. 54830

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

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Public Meetings will be held at two locations!

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Tuesday, June 24, 2014

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Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna

STERLING

Wednesday, June 25, 2014

Stop by anytime between 6:30 and 8:30 pm
Sterling Community Club, Gym
35040 Sterling Hwy Mile 83.5, Sterling

For more information contact:

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Email: comments.brooksalaska@gmail.com

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www.sterlinghwy.com

D258/71589



Public Meeting for the Sterling Highway Safety Corridor Study - Sterling to Soldotna

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

Come provide feedback and get your questions answered.

To view the Preliminary Decision Document prior to the meeting, please visit www.sterlinghwy.com.

Meetings will be held at two locations!

Tuesday, June 24, 2014

Kenai Peninsula Borough Assembly Chambers

144 North Binkley, Soldotna

Stop by anytime between 4 and 7 p.m.

Wednesday, June 25, 2014

Sterling Community Club, Gym

35040 Sterling Hwy Mile 83.5, Sterling

Stop by anytime between 6:30 and 8:30 p.m.

For more information contact:

Anne Brooks, Public Involvement Coordinator

Brooks & Associates

Toll Free Phone: 866-535-1877

E-mail: comments.brooksalaska@gmail.com

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Camden Yehle <camden.brooksalaska@gmail.com>

Save the Date: Sterling Highway Safety Corridor Study - June 24, 25 Open House

Anne Brooks <comments.brooksalaska@gmail.com>
Reply-To: comments.brooksalaska@gmail.com
To: camden.brooksalaska@gmail.com

Mon, Jun 16, 2014 at 5:39 PM



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

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Distribution on Invite to staff and elected officials:

Anne Brooks <anne.brooks.alaska@gmail.com>, bgabriel@ci.kenai.ak.us, mboyle@alaska.com, rmolloy@ci.kenai.ak.us, ryan@marquisforkenai.com, terry@bookeyforkenai.com, bhartman@ci.soldotna.ak.us, dbagley@ci.soldotna.ak.us, John Czarnezki <jczarnezki@ci.soldotna.ak.us>, neoff@ci.soldotna.ak.us, psprague@ci.soldotna.ak.us, rdaniels@ci.soldotna.ak.us, rep.mike.chenault@akleg.gov, rep.kurt.olson@akleg.gov, rep.paul.seaton@akleg.gov, billsmith@borough.kenai.ak.us, bjohnson@borough.kenai.ak.us, cpierce@borough.kenai.ak.us, hsmalley@borough.kenai.ak.us, kwolf@borough.kenai.ak.us, lmurphy@borough.kenai.ak.us, mhaggerty@borough.kenai.ak.us, rtauriainen@borough.kenai.ak.us, smcclure@borough.kenai.ak.us, sen.peter.micciche@akleg.gov, cmokracek@borough.kenai.ak.us, gsandahl@ci.kenai.ak.us, mtilly@ci.kenai.ak.us, ncarver@ci.kenai.ak.us, kenaimayor10@msn.com, rkoch@ci.kenai.ak.us, smodigh@ci.kenai.ak.us, swedemeyer@ci.kenai.ak.us, hdukowitz@ci.soldotna.ak.us, kkornelis@ci.soldotna.ak.us, Mark Dixson <mdixson@ci.soldotna.ak.us>, Nels Anderson <nanderson@ci.soldotna.ak.us>, squeen@ci.soldotna.ak.us, jblankenship@borough.kenai.ak.us, Max Best <mbest@borough.kenai.ak.us>, mnavarre@borough.kenai.ak.us, postrand@borough.kenai.ak.us, wholt@kpbsd.k12.ak.us, jarness@kpbsd.k12.ak.us, ldowning@kpbsd.k12.ak.us, lhohl@kpbsd.k12.ak.us, manderson@kpbsd.k12.ak.us, pvadla@kpbsd.k12.ak.us, scrawford@kpbsd.k12.ak.us, ehilts@kpbsd.k12.ak.us, tnavarre@kpbsd.k12.ak.us, nspooner@kpbsd.k12.ak.us, Gary Williams <gwilliams@borough.kenai.ak.us>, dphillips@chugach-ak.com, info@chugachmiut.org, alindgren@kenaitze.org, tribaladmin@qutekcak.org, roads@kpb.us, dlconst.smith@gmail.com, Jakedenbrock@hotmail.com, hgrandella@hotmail.com, excavate@alaska.net, camdcr@live.com, robert@kenaiwatershed.org



Camden Yehle <camden.brooksalaska@gmail.com>

Reminder: Sterling Highway Safety Corridor Study - June 24, 25 Open House

Anne Brooks <comments.brooksalaska@gmail.com>

Mon, Jun 23, 2014 at 8:01 AM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

Come provide feedback and get your questions answered.

To view the Preliminary Decision Document prior to the meeting, please visit www.sterlinghwy.com.

Meetings will be held at two locations!

SOLDOTNA -- Tuesday, June 24, 2014

Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna
Stop by anytime between 4 and 7 p.m.

STERLING -- Wednesday, June 25, 2014

Sterling Community Club, Gym
35040 Sterling Hwy Mile 83.5, Sterling
Stop by anytime between 6:30 and 8:30 p.m.

For more information contact:

Anne Brooks,
Public Involvement Coordinator Brooks & Associates

Toll Free Phone: [866-535-1877](tel:866-535-1877)

E-mail: comments.brooksalaska@gmail.com

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For Immediate Release
Contact: Anne Brooks, Public Involvement Coordinator
Toll Free Telephone: 1-866-535-1877
Email: comments.brooks-alaska@gmail.com

**PUBLIC SERVICE ANNOUNCEMENT – STERLING HIGHWAY SAFETY
CORRIDOR STUDY: STERLING TO SOLDOTNA**

30 SECOND SPOT

(Soldotna and Sterling, Alaska) – the Alaska Department of Transportation and Public Facilities invites you to a public meeting Tuesday, June 24, from 4 to 7 p.m. at the Kenai Peninsula Borough Assembly Chambers, in Soldotna at 144 North Binkley, or on Wednesday, June 25, from 6:30 to 8:30 p.m. at the Sterling Community Club which is at 35040 Sterling Highway Mile 83.5. The project team will provide an update on the Sterling Highway Safety Corridor Study and review the Preliminary Decision Document. For more information call Anne Brooks toll free at 866-535-1877.

###

For more information:

Project website: <http://www.sterlinghwy.com>

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Sterling Highway Safety Corridor Study

Sterling to Soldotna

State Project # Z548300000

OPEN HOUSE

Thursday, January 28, 2016

Stop by anytime between 4 and 7 pm
Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna

For more information contact:

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll free: 866-535-1877
Email: comments.brooksalaska@gmail.com

www.sterlinghwy.com

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to view the Preliminary Engineering Report recommendations for the Sterling Highway Safety Corridor Study: Sterling to Soldotna. The document recommends a 4-lane design divided by a depressed median as the preferred alternative.

The preferred alternative best improves the safety, capacity, and mobility of the highway. It also best meets the local land-use plans. The center-depressed median provides snow storage, allows for storm water infiltration and, importantly, mitigates lane crossover (head-on) collisions. The 4-lane design transitions from 5-lane sections in both Sterling and Soldotna.

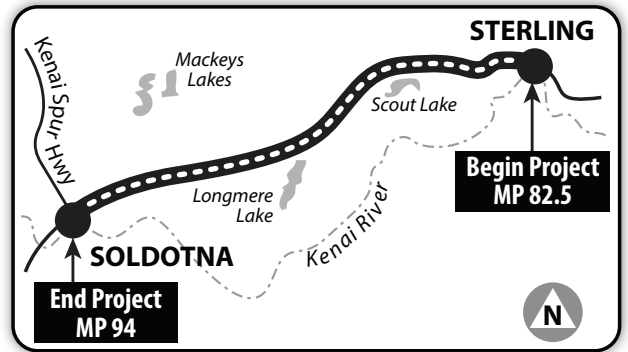
The preferred alternative also includes a "best fit" multi-use trail for the full length of the roadway between Sterling and Soldotna.

The DOT&PF is pursuing Federal highway funds for this project and will be selecting a consultant to complete the required environmental document and detailed design for the improvements in early 2016. Construction of the preferred alternative is planned for 2021, however this schedule is dependent on many factors including the availability of funding.

Come to the open house to provide feedback and get your questions answered.

To view the Preliminary Engineering Report online, please visit www.sterlinghwy.com.

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml. The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, and/or special modifications to participate in this project should contact Anne Brooks at 866-535-1877 to make necessary arrangements. Individuals with a hearing impairment can contact Relay Alaska at 711 for assistance.



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1704 Rogers Park Court
Anchorage, AK 99508

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Sterling Highway Safety Corridor Study

Sterling to Soldotna

You are invited!

Public Open House
Thursday, January 28, 2016

*Come to the open house to provide
feedback and get your questions answered.*

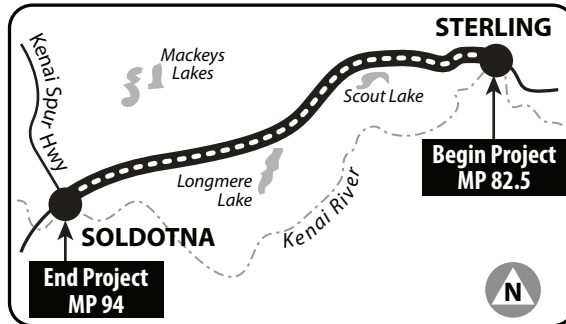
Sterling Highway Safety Corridor Study

Sterling to Soldotna

State Project # Z548300000

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The preferred alternative also includes a "best fit" multi-use trail for the full length of the roadway between Sterling and Soldotna.

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OPEN HOUSE

Thursday, January 28, 2016

Stop by anytime between 4 and 7 pm
Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna

For more information or to submit a comment about the project contact:

Anne Brooks, Public Involvement Coordinator, Brooks & Associates
Toll free: 866-535-1877, Email: comments.brooksalaska@gmail.com

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Project Website: www.sterlinghwy.com

PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
 STATE OF ALASKA } ss:

Denise Reece _____ being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Morris Publishing Group/Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the Sterling Highway Project #3926.21

a printed copy of which is hereto annexed was published in said paper one each and every week for two successive and consecutive weeks in the issues on the following dates:
 January 14, 21, 2016

X Denise Reece
 SUBSCRIBED AND SWORN to me before this 21st day of January 2016

Reece
 NOTARY PUBLIC in favor for the State of Alaska.

My Commission expires 07-09-2017

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Sterling Highway Safety Corridor Study
Sterling to Soldotna
 State Project # Z548300000



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Project Website: www.sterlinghwy.com



Sterling Highway Safety Corridor Study - Open House, January 28

Anne Brooks <anne.brooksalaska@gmail.com>
Reply-To: comments.brooksalaska@gmail.com
To: camden.brooksalaska@gmail.com

Thu, Jan 14, 2016 at 4:49 PM



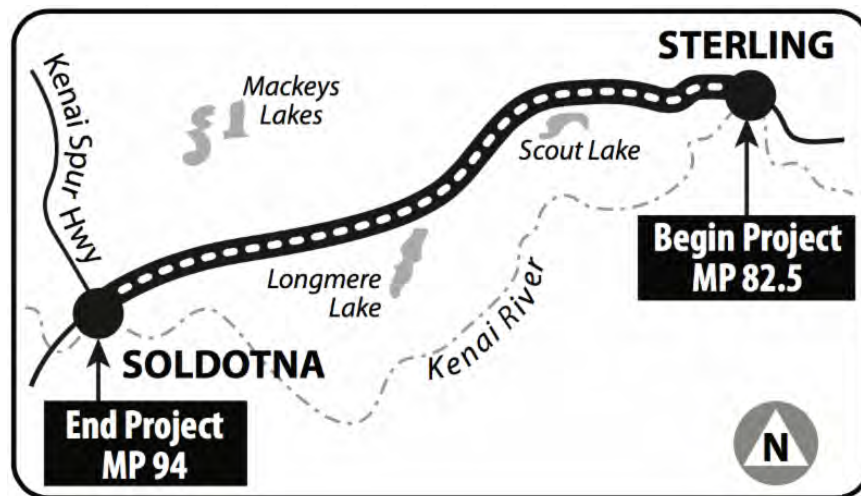
Sterling Highway Safety Corridor Study

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For more information or to submit a comment about the project contact:

Public Involvement Coordinator

Anne Brooks

Brooks & Associates


Tel: [1-907-272-1877](tel:1-907-272-1877)

Email: comments.brooksalaska@gmail.com

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State of Alaska Online Notice Sterling Highway Safety Corridor Study - Sterling to Soldotna State Project # Z548300000

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144 North Binkley, Soldotna

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Brooks & Associates

Toll Free Phone: 866-535-1877

E-mail: comments.brooksalaska@gmail.com

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[Attachments, History, Details](#)

Attachments

None

Revision History

Created 1/15/2016 4:32:44 PM by SHWhistler

Details

Department: Transportation and Public
Facilities
Category: Public Notices
Sub-Category:
Location(s): Central Region, Kenai
Project/Regulation #:

Publish Date: 1/15/2016
Archive Date: 1/29/2016

Events/Deadlines:

Reminder: Sterling Highway Safety Corridor Study - Open House, January 28

Anne Brooks <anne.brooksalaska@gmail.com>
Reply-To: comments.brooksalaska@gmail.com
To: camden.brooksalaska@gmail.com

Wed, Jan 27, 2016 at 8:03 AM



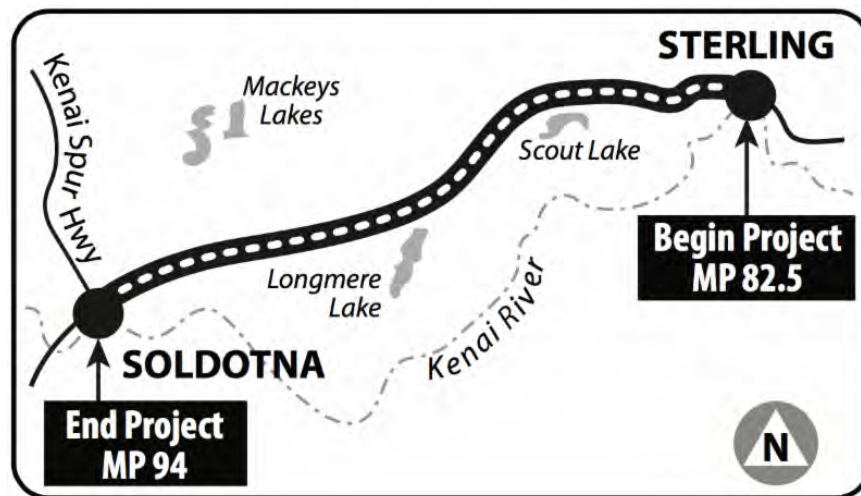
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For Immediate Release
Contact: Anne Brooks, Public Involvement Coordinator
Toll Free Telephone: 1-866-535-1877
Email: comments.brooksalaska@gmail.com

**PUBLIC SERVICE ANNOUNCEMENT – STERLING HIGHWAY SAFETY
CORRIDOR STUDY: STERLING TO SOLDOTNA**

30 SECOND SPOT

(Soldotna and Sterling, Alaska) – the Alaska Department of Transportation and Public Facilities invites you to a public meeting Thursday, January 28, from 4 to 7 p.m. at the Kenai Peninsula Borough Assembly Chambers, in Soldotna at 144 North Binkley. The project team will provide an update on the Sterling Highway Safety Corridor Study and copies of the Preliminary Engineering Report will be available for your review. For more information call Anne Brooks toll free at 866-535-1877.

###

For more information:

Project website: <http://www.sterlinghwy.com>

The Alaska Department of Transportation and Public Facilities oversees 254 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to “*Keep Alaska Moving through service and infrastructure.*”

Anchorage Transportation Fair



Thursday, February 4, 2016

Stop by anytime between 4 and 8 p.m.

Alaska Airlines Center Auxiliary

University of Alaska Anchorage, 3550 Providence Drive

FREE PARKING

The Alaska Department of Transportation and Public Facilities (DOT&PF) and partners, including the Municipality of Anchorage, Anchorage Police Department, Alaska Railroad, and Anchorage Water and Wastewater Utility, invite you to participate in the 2016 Anchorage Transportation Fair. The event is a "super open house" providing a showcase of transportation projects, planning efforts or existing plans concerning walking, biking, and driving within the Municipality of Anchorage. The Transportation Fair is free and open to the public.

Event Organizer: Anne Brooks, Public Participation Specialist
907-272-1877, anne.brooksalaska@gmail.com

Visit Event Blog: <http://anchoragetransportfair.blogspot.com>

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AFFIDAVIT OF PUBLICATION

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Erika Watsjold
being first duly sworn on oath
deposes and says that she is
a representative of the
Alaska Dispatch News, a
daily newspaper. That said
newspaper has been approved
by the Third Judicial Court,
Anchorage, Alaska, and it now
and has been published in the
English language continually as a
daily newspaper in Anchorage,
Alaska, and it is now and during
all said time was printed in an
office maintained at the aforesaid
place of publication of said
newspaper. That the annexed is
a copy of an advertisement as it
was published in regular issues
(and not in supplemental form)
of said newspaper on
January 26, 2016

and that such newspaper was
regularly distributed to its
subscribers during all of said
period. That the full amount of
the fee charged for the foregoing
publication is not in excess of
the rate charged private individuals.

Signed *Erika Watsjold*

Subscribed and sworn to before
me this 27 day of JAN

2016
Cynthia A Grove

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES
1/09/18



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907-272-1877, anne.brooksalaska@gmail.com

Visit Event Blog: <http://anchoragetranspofair.blogspot.com>

Save the Date: Anchorage Transportation Fair, February 4, 2016

Anne Brooks <comments.brooksalaska@gmail.com>

Wed, Jan 13, 2016 at 5:32 PM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com

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Anchorage Transportation Fair



The 2016 Anchorage Transportation Fair is coming your way!

The Alaska Department of Transportation and Public Facilities (DOT&PF) and partners, including the Municipality of Anchorage, Anchorage Police Department, Alaska Railroad, and Anchorage Water and Wastewater Utility, invite you to participate in the 2016 Anchorage Transportation Fair. The event is a "super open house" providing a showcase of transportation projects, planning efforts or existing plans concerning walking, biking, and driving within the Municipality of Anchorage. The Transportation Fair is free and open to the public.

When: Thursday, February 4, 2016, 4 to 8 p.m.

Where: Alaska Airlines Center Auxiliary

University of Alaska Anchorage

3550 Providence Drive, Anchorage

FREE PARKING!

Website: <http://anchoragegetranspofair.blogspot.com/>

Partial project list:

- Anchorage Area-wide Trails Rehab - Fish Creek Trail
- Anchorage Bike & Pedestrian Plan
- C St Railroad Crossing
- Arctic Boulevard Improvements Phase III: 36th to Tudor
- Bicycle and Pedestrian Plan Implementation
- Bragaw at 16th Channelization

- Campbell Airstrip Rd Upgrade and Trail Improvements: Tudor Rd to Mile 0.7
- Glenn Highway/Muldoon Interchange Improvements
- Highway Safety Improvement Program
- Jewel Lake Widening: 88th to Strawberry
- Lake Otis at 68th Channelization
- Minnesota Reconnaissance Study
- O'Malley, Phases I and II: Seward Highway to Hillside Dr
- Parks Highway Projects
- People Mover and Public Transportation
- Seward Highway Reconstruction: Dimond to Dowling
- Seward Highway, MP 105-107 Windy Corner
- Spenard Road Reconstruction Phase II: Hillcrest to 30th
- And many more...

To reserve a table for your transportation project or program, send us a request by email at comments.brooksalaska@gmail.com.

Sponsors are critical to make this event a success. If you would like to be an event sponsor, send us an email or call [907-272-1877](tel:907-272-1877).

Forward this email to friends and colleagues by clicking the forwarding link below.

For more information contact event organizer:

Brooks and Associates
Anne Brooks, P.E.
Public Participation Specialist
E-mail: anne.brooksalaska@gmail.com
Toll Free: 1-866-535-1877
Telephone: [907-272-1877](tel:907-272-1877)
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Transportation Projects Fair - Thursday 2/4/16

Community Councils Center <info@communitycouncils.org>
Reply-To: info@communitycouncils.org
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Anchorage Transportation Projects Fair

- Thursday Feb 4, 2016 -

The Alaska Department of Transportation and Public Facilities (DOT&PF) and partners, including the Municipality of Anchorage, Anchorage Police Department, Alaska Railroad, and Anchorage Water and Wastewater Utility, invite you to participate in the **2016 Anchorage Transportation Fair**. The event is a "super open house" providing a showcase of transportation projects, planning efforts or existing plans concerning walking, biking, and driving within the Municipality of Anchorage. The Transportation Fair is free and open to the public.

When: Thursday, February 4, 2016, 4 to 8 p.m.

Where: Alaska Airlines Center Auxiliary, University of Alaska

Anchorage, 3550 Providence Drive, Anchorage

FREE PARKING!

Partial project list:

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- C St Railroad Crossing
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- Minnesota Reconnaissance Study
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- Spenard Road Reconstruction Phase II: Hillcrest to 30th
- And many more...

[CLICK HERE](#) for a flyer about the event.

Event blog: <http://anchorage TRANSP OFAIR.blogspot.com/>

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Event Organizer:

Anne Brooks, Public Participation Specialist

Brooks & Associates

[907-272-1877](tel:907-272-1877), anne.brooksalaska@gmail.com

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Community Councils Center
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Federation of Community Councils | 1057 West Fireweed Lane | Suite 100 | Anchorage | AK | 99503

****February 11- SHEET MULCH GARDENING** -Yarducopia builds instant, amazing gardens with sheet mulch! Come learn all the tricks, where to get the materials in Anchorage, and how to plant them. You could have your best, lushest organic garden ever! We'll also let you know how to sign up for Yarducopia if you want to build sheet mulch gardens with us! This will be a theory class, and there will be opportunities to take hands-on building classes in the spring. Please email any questions you have to garden@akaction.org .

****February 3**

ALASKA BOTANICAL GARDEN will hold **BEGINNER'S MIND** workshop from 6:30 to 8:30pm to encourage happy and healthy hives and beekeepers. Learn the very basics about bees, beekeeping, and products from the hive from bee expert, MARIA D'AGOSTINO. We'll talk about what you need to get started, how to set up, and what happens in the hive - how you can help your bees do what they do best! We'll also talk about how to take good care of yourself, do some hands-on equipment review, and taste some local honeycomb. To register, go to www.alaskabg.org or call 907-770-3692.

February 4

ANCHORAGE TRANSPORTATION FAIR 2016 will be held from 4 to 8pm at the Alaska Airlines Center Auxiliary, UAA, 3550 Providence Drive. The Alaska Department of Transportation and Public Facilities (DOT&PF) and partners, including the Municipality of Anchorage, Anchorage Police Department, Alaska Railroad, and Anchorage Water and Wastewater Utility, invite you to participate in the 2016 Anchorage Transportation Fair. The event is a "super open house" providing a showcase of transportation projects, planning efforts or existing plans concerning walking, biking, and driving within the Municipality of Anchorage. The Transportation Fair is free and open to the public and parking is free. For more information, go to <http://anchoragetransportfair.blogspot.com/>.

MEETINGS & EVENTS OUT OF ANCHORAGE

****January 23**

TALKEETNA - Join the Susitna River Coalition for the world premier of **SUPER SALMON** at 7pm in the Sheldon Community Arts Hanger. This will be the first EVER showing of this eye-catching film highlighting our spectacular Susitna River Watershed. The showing will be followed by a discussion with the filmmaker, **RYAN PETERSON** and **SRC BOARD MEMBERS**. We hope to see you there as we continue to work to save the Susitna! More information: <https://www.facebook.com/events/1673728439534978/>

January 25

The **JUNEAU-DOUGLAS FISH & GAME ADVISORY COMMITTEE** will hold a public meeting at 6pm at UAS. Agenda items include: Board of Fisheries Proposals. For more information contact Frances Leach at 907-465-4046 or email frances.leach@alaska.gov.

****January 25**

SOLDOTNA - The **KENAI/SOLDOTNA FISH & GAME ADVISORY COMMITTEE** will meet at the CIAA building on K-Beach Road at 6:30pm. Agenda will include discussion of the Board of Fisheries issues and proposals. For more information contact MikeCrawford at 252-2919.

****January 26, 27, February 8, 10, 11, 16, 18, March 1 & 3 (TELECONFERENCE AVAILABLE)**

Anchorage Transportation Fair

Joann Mitchell, Public Involvement Coordinator <joannmitchell@kinneyeng.com> Thu, Jan 28, 2016 at 8:05 PM
Reply-To: joannmitchell@kinneyeng.com
To: camden.brooksalaska@gmail.com

Anchorage Transportation Fair



When: Thursday, February 4, 2016
Stop by anytime between 4 and 8 pm
Where: Alaska Airlines Center Auxiliary, 3550 Providence Drive,
University of Alaska Anchorage campus
Free parking!

[Click HERE](#) for event website to get more information

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Stop by anytime to find out more about:

- O'Malley Road, Phases I and II, Seward Highway to Hillside Drive
- Jewel Lake Widening: 88th to Strawberry
- Minnesota Drive Reconnaissance Study
- Anchorage Bike and Pedestrian Plan
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- Seward Highway Reconstruction: Dimond to Dowling
- Seward Highway, MP 105-107 Windy Corner
- C Street Railroad Crossing
- Spenard Road Reconstruction Phase II: Hillcrest to Benson
- ***And many more...***

For more information contact:

Joann Mitchell, PE

Public Involvement Coordinator for O'Malley Road, Phase I; Jewel Lake Road Widening; and
Minnesota Drive Reconnaissance Study

Kinney Engineering, LLC

Telephone: [907.344.7590](tel:907.344.7590)

email: joannmitchell@kinneyeng.com

OR

Anne Brooks, PE

Event Organizer, Brooks & Associates

Telephone: [907.272.1877](tel:907.272.1877)

email: anne.brooksalaska@gmail.com

Kinney Engineering, LLC, 3909 Arctic Blvd, Suite 400, Anchorage, AK 99503

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Sent by joannmitchell@kinneyeng.com in collaboration with

****February 2**

The **ANCHORAGE FISH & GAME ADVISORY COMMITTEE** will meet at the William Hernandez Hatchery, 941 Reeve Blvd at 6:30pm. Agenda will include communication from Commissioner Sam Cotten, discussion of AC representation at various meetings, finishing up BOF statewide proposal comments and begin BOG Statewide proposal comment preparation. For more information contact Joel Doner at 345-7262.

February 3

ALASKA BOTANICAL GARDEN will hold **BEGINNER'S MIND** workshop from 6:30 to 8:30pm to encourage happy and healthy hives and beekeepers. Learn the very basics about bees, beekeeping, and products from the hive from bee expert, **MARIA D'AGOSTINO**. We'll talk about what you need to get started, how to set up, and what happens in the hive - how you can help your bees do what they do best! We'll also talk about how to take good care of yourself, do some hands-on equipment review, and taste some local honeycomb. 'Beginner's Mind' - Setting an intention for happy and healthy hives and beekeepers. Learn the very basics about bees, beekeeping, and products from the hive from bee expert, Maria D'Agostino. We'll talk about what you need to get started, how to set up, and what happens in the hive - how you can help your bees do what they do best! We'll also talk about how to take good care of yourself, do some hands-on equipment review, and taste some local honeycomb. Alaska Botanical Garden, 4601 Campbell Airstrip Road. Member \$40/ Non-Member \$45. [To Register click here.](#) For more information please call [907-770-3692](tel:907-770-3692) ext 0 or go to www.alaskabg.org.

February 4

ANCHORAGE TRANSPORTATION FAIR 2016 will be held from 4 to 8pm at the Alaska Airlines Center Auxiliary, UAA, 3550 Providence Drive. The Alaska Department of Transportation and Public Facilities (DOT&PF) and partners, including the Municipality of Anchorage, Anchorage Police Department, Alaska Railroad, and Anchorage Water and Wastewater Utility, invite you to participate in the 2016 Anchorage Transportation Fair. The event is a "super open house" providing a showcase of transportation projects, planning efforts or existing plans concerning walking, biking, and driving within the Municipality of Anchorage. The Transportation Fair is free and open to the public and parking is free. For more information, go to <http://anchorage TRANSP OFAIR.blogspot.com/>.

February 4 & 11

YARDUCOPIA will have a series of three one-hour, beginning-level classes. Each class will run from 7 to 8pm on Thursdays, and cost \$10. All proceeds will help fund Yarducopia, which creates gardening and community-building opportunities in Anchorage. These are small, hands-on classes that are limited to the first 8 people to sign up, so we will have plenty of time to answer your burning questions! All classes are held in midtown Anchorage at 505 W. Northern Lights. You may attend one or all of the

Reminder: Anchorage Transportation Fair, February 4, 2016

Anne Brooks <comments.brooksalaska@gmail.com>

Mon, Feb 1, 2016 at 12:02 AM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com

Hi, you're receiving this email because you have expressed an interest in receiving information about an Anchorage area Brooks & Associates project.

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Anchorage Transportation Fair



The 2016 Anchorage Transportation Fair is coming your way!

The Alaska Department of Transportation and Public Facilities (DOT&PF) and partners, including the Municipality of Anchorage, Anchorage Police Department, Alaska Railroad, and Anchorage Water and Wastewater Utility, invite you to participate in the 2016 Anchorage Transportation Fair. The event is a "super open house" providing a showcase of transportation projects, planning efforts or existing plans concerning walking, biking, and driving within the Municipality of Anchorage. The Transportation Fair is free and open to the public.

When: Thursday, February 4, 2016, 4 to 8 p.m.

Where: Alaska Airlines Center Auxiliary

University of Alaska Anchorage
3550 Providence Drive, Anchorage

FREE PARKING!

Website: <http://anchoragegetranspofair.blogspot.com/>

Partial project list:

- Anchorage Area-wide Trails Rehab - Fish Creek Trail
- Anchorage Bike & Pedestrian Plan
- C St Railroad Crossing
- Arctic Boulevard Improvements Phase III: 36th to Tudor
- Bicycle and Pedestrian Plan Implementation
- Bragaw at 16th Channelization

- Campbell Airstrip Rd Upgrade and Trail Improvements: Tudor Rd to Mile 0.7
- Glenn Highway/Muldoon Interchange Improvements
- Highway Safety Improvement Program
- Jewel Lake Widening: 88th to Strawberry
- Lake Otis at 68th Channelization
- Minnesota Reconnaissance Study
- O'Malley, Phases I and II: Seward Highway to Hillside Dr
- Parks Highway Projects
- People Mover and Public Transportation
- Seward Highway Reconstruction: Dimond to Dowling
- Seward Highway, MP 105-107 Windy Corner
- Spenard Road Reconstruction Phase II: Hillcrest to 30th
- And many more...

To reserve a table for your transportation project or program, send us a request by email at comments.brooksalaska@gmail.com.

Sponsors are critical to make this event a success. If you would like to be an event sponsor, send us an email or call [907-272-1877](tel:907-272-1877).

Forward this email to friends and colleagues by clicking the forwarding link below.

For more information contact event organizer:

Brooks and Associates
Anne Brooks, P.E.
Public Participation Specialist
E-mail: anne.brooksalaska@gmail.com
Toll Free: 1-866-535-1877
Telephone: [907-272-1877](tel:907-272-1877)
1704 Rogers Park Court, Anchorage, AK 99508

Brooks and Associates, 1704 Rogers Park Court, Anchorage, AK 99508

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2016 Anchorage Transportation Fair

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To: camden.brooksalaska@gmail.com

Tue, Feb 2, 2016 at 10:59 AM



The 2016 Anchorage Transportation Fair is coming your way!

The Alaska Department of Transportation and Public Facilities (DOT&PF) and partners, including the Municipality of Anchorage, Anchorage Police Department, Alaska Railroad, and Anchorage Water and Wastewater Utility, invite you to participate in the 2016 Anchorage Transportation Fair. The event is a “super open house” providing a showcase of transportation projects, planning efforts or existing plans concerning walking, biking, and driving within the Municipality of Anchorage. The Transportation Fair is free and open to the public.

When: 4-8 p.m. Thursday, Feb. 4, 2016

Where: Alaska Airlines Center Auxiliary
University of Alaska Anchorage
3550 Providence Drive, Anchorage

FREE PARKING!

Come find out more about...

- Anchorage Area-wide Trails Rehab - Fish Creek Trail
- Anchorage Bike & Pedestrian Plan
- C St Railroad Crossing
- Arctic Boulevard Improvements Phase III: 36th to Tudor
- Bicycle and Pedestrian Plan Implementation
- Bragaw at 16th Channelization
- Campbell Airstrip Rd Upgrade and Trail Improvements: Tudor Rd to Mile 0.7
- Glenn Highway/Muldoon Interchange Improvements
- Highway Safety Improvement Program
- Jewel Lake Widening: 88th to Strawberry
- Lake Otis at 68th Channelization
- Minnesota Reconnaissance Study
- O'Malley, Phases I and II: Seward Highway to Hillside Drive
- Parks Highway Projects
- People Mover and Public Transportation
- Seward Highway Reconstruction: Dimond to Dowling

- Seward Highway, MP 105-107 Windy Corner
- Spenard Road Reconstruction Phase II: Hillcrest to 30th
- And many more...

Website: anchoragetranspofair.blogspot.com

The Alaska Department of Transportation and Public Facilities oversees 249 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to “*Keep Alaska Moving* through service and infrastructure.”

#



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Camden Yehle <camden.brooksalaska@gmail.com>

2016 Anchorage Transportation Fair on Thursday

Alaska DOT and PF <dotpf.announcement@service.govdelivery.com>

Tue, Feb 2, 2016 at 4:41 PM

Reply-To: dotpf.announcement@service.govdelivery.com

To: camden.brooksalaska@gmail.com



For Immediate Release: February 2, 2016

Contact: Jill Reese, [907-269-0772](tel:907-269-0772), jill.reese@alaska.gov

2016 Anchorage Transportation Fair

(ANCHORAGE Alaska) – The Alaska Department of Transportation and Public Facilities (DOT&PF) and partners, the Municipality of Anchorage, Anchorage Police Department, Alaska Railroad, and Anchorage Water and Wastewater Utility invite the community to the 2016 Anchorage Transportation Fair, a showcase of transportation projects, planning efforts, or existing plans concerning walking, biking, and driving within the Municipality of Anchorage. The event is free, including parking, and open to the public.

The 2016 Anchorage Transportation Fair will take place **Thursday, February 4, from 4 p.m. to 8 p.m., at the Alaska Airlines Center Auxiliary, 3550 Providence Drive, University of Alaska Anchorage campus.**

More than 80 Anchorage transportation projects, agencies, and transportation providers will be represented as well as projects from the major transportation corridors of Parks Highway, Glenn Highway, Seward Highway, and Sterling Highway. Attendees will be able to talk to project team members, get information and updates, and see the future of transportation in Anchorage. There will be activities for children, and light snacks will be provided. Visit the Transportation Fair blog at <http://anchoragepofair.blogspot.com/>

Projects include:

DOT&PF projects

- Abbott Road Rehabilitation Phase II-Elmore to Birch
- Alaska 511
- Alaska Aviation System Plan
- Anchorage Area Safety Improvements

- Anchorage International Airport Projects
- Bike/Pedestrian Safety
- Bragaw at 16th Ave Channelization
- DOT&PF Central Region Planning
- DOT&PF Central Region Right-of-Way
- DOT&PF Central Region Traffic Safety
- DOT&PF Maintenance & Operations
- Eagle River Traffic Mitigation, Phase 1
- Glenn Highway Corridor Projects
- Glenn Hwy and Muldoon Road Interchange
- GovDelivery
- Jewel Lake Rd. Widening 88th-Strawberry
- Lake Otis Parkway at 68th Ave Channelization
- Minnesota Drive Reconnaissance Study (Westchester Lagoon to Seward Hwy)
- O'Malley Rd. Reconstruction Phase I, Seward to Livingston and Phase II Livingston to Hillside and pathway
- Parks Highway Corridor Projects
- Pavement Preservation Jobs
- Seward Highway Corridor Projects
- Seward Highway: 92 Avenue Connector
- Seward Highway: Dimond to Dowling Reconstruction
- Seward Highway: MP 105-107 Windy Corner
- Statewide Aviation
- Sterling Highway Corridor Projects

Municipality of Anchorage projects

- Academy - Vanguard Drives Area Traffic Circulation
- Air Quality Public and Business Awareness Education Campaign (CMAQ)
- Anchorage Bowl Land Use Plan
- Anchorage Fire Department Child Safety Seat Program
- Anchorage Metropolitan Area Transportation System (AMATS) Freight Mobility Study
- Anchorage Metropolitan Area Transportation System (AMATS) Metropolitan Transportation Plan (MTP)
- Anchorage Police Department
- Arctic Blvd Improvements Phase III - 36th Ave to Tudor Rd
- Campbell Airstrip Road Upgrade: Tudor Road to Mile 0.7
- Community Transit Vision / Bus Stop Improvement Program
- Egloff (Hightower) Rd Upgrade - Alyeska Hwy to Community Center
- Fish Creek Playground Improvements
- MOA Long Range Planning Division
- Municipal Road Bond Information
- Non-Motorized Transportation Projects (Bike, Pedestrian, and Trail Plans)
- Public Transportation: People Mover, AnchorRIDES, Share-A-Ride, Code for Anchorage
- Spenard Rd Reconstruction Phase II - Hillcrest to 30th Ave

- Sylvan Drive Reconstruction - Fairweather Dr. to Old Seward Hwy
- Trail Watch
- Turnagain St / Turnagain Blvd Upgrades
- UMED District Plan
- vRide

Alaska Railroad Projects

- C Street Crossing
- Positive Train Control
- Seward Master Planning
- Ship Creek Sewer System Extension

Utilities

- Anchorage Water and Wastewater Utility (AWWU)

The Alaska Department of Transportation and Public Facilities oversees 249 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to ***Keep Alaska Moving*** through service and infrastructure.

###

Attached Images:

2015 Anchorage Transportation Fair (Photos courtesy of ADOT&PF)

- [Transportation Fair 2015 Anchorage 2.jpg](#)
- [Transportation Fair 2015 Anchorage 1.jpg](#)



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2 attachments



Transportation+Fair+2015+Anchorage+2.jpg
309K



Transportation+Fair+2015+Anchorage+1.jpg
343K

Transportation Projects Fair - Thursday 2/4/16

Community Councils Center <info@communitycouncils.org>
Reply-To: info@communitycouncils.org
To: camdenbrooksalaska@gmail.com

Tue, Feb 2, 2016 at 3:34 PM



Anchorage Transportation Projects Fair

- Thursday Feb 4, 2016 -

The Alaska Department of Transportation and Public Facilities (DOT&PF) and partners, including the Municipality of Anchorage, Anchorage Police Department, Alaska Railroad, and Anchorage Water and Wastewater Utility, invite you to participate in the **2016 Anchorage Transportation Fair**. The event is a "super open house" providing a showcase of transportation projects, planning efforts or existing plans concerning walking, biking, and driving within the Municipality of Anchorage. The Transportation Fair is free and open to the public.

When: Thursday, February 4, 2016, 4 to 8 p.m.

Where: Alaska Airlines Center Auxiliary, University of Alaska

Anchorage, 3550 Providence Drive, Anchorage

FREE PARKING!

Partial project list:

- Anchorage Area-wide Trails Rehab - Fish Creek Trail
- Anchorage Bike & Pedestrian Plan
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- Parks Highway Projects
- People Mover and Public Transportation
- Seward Highway Reconstruction: Dimond to Dowling
- Seward Highway, MP 105-107 Windy Corner
- Spenard Road Reconstruction Phase II: Hillcrest to 30th
- And many more...

[CLICK HERE](#) for a flyer about the event.

Event blog: <http://anchorage TRANSP OFAIR.blogspot.com/>

To reserve a table for your transportation project or program, send us a request by email at comments.brooksalaska@gmail.com.

Sponsors are critical to make this event a success. If you would like to be an event

sponsor, send us an email or call [907-272-1877](tel:907-272-1877).

Event Organizer:

Anne Brooks, Public Participation Specialist

Brooks & Associates

[907-272-1877](tel:907-272-1877), anne.brooksalaska@gmail.com

This communication is being sent by the Federation of Community Councils, Inc. for the Municipality of Anchorage. The contents of the communication are the responsibility of the Municipality of Anchorage, not the Federation of Community Councils, Inc.

Community Councils Center
info@communitycouncils.org
www.communitycouncils.org
277-1977

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Federation of Community Councils | 1057 West Fireweed Lane | Suite 100 | Anchorage | AK | 99503

****February 19**

KETCHIKAN – Comments are due on the proposal to **REPLACE TWO BRIDGES on NORTH TONGASS HIGHWAY**. The project description has been revised since the first public notice in July 2015. The DOT&PF proposes to use federal funds to **REPLACE THE FIRST WATERFALL CREEK BRIDGE** at Milepoint (MP) 13.7 and **Second Waterfall Creek Bridge** at MP 14.6. The proposed bridge replacement project would: •Construct arch structures below the existing bridges; •Construct an RCC embankment over the arches to near final grade; •Blast rock to accommodate wider roadway; •Reconstruct bridge approaches & install new guardrail; •Pave the bridge and approaches with asphalt; •Demolish and dispose of existing bridge structures; •Temporarily relocate utilities; •Obtain temporary easements during construction; •Obtain temporary construction permits for driveway reconstruction; and •Clear vegetation at both bridge approaches for preliminary engineering work; while maintaining a 10’ riparian buffer adjacent to the creeks. All permanent improvements would be within the existing DOT&PF right-of-way (ROW). Construction is projected to begin 2016. Project impacts during construction include minimal traffic delays due to frequent single lane controls and construction related noise. Based on project location and scope of work, the environmental document would be a categorical exclusion (CE). Possible affected resources include wetlands, waters of the U.S., essential fish habitat, bald eagles, and cultural or historic properties. For more information or to submit comments, contact Cheryl Benson, Project Environmental Coordinator, at 907-465-1826 or email cheryl.benson@alaska.gov.

****February 22**

Deadline for comments on the **TONGASS NATIONAL FOREST DRAFT LAND MANAGEMENT PLAN AMENDMENT** to support a transition from old growth harvest to a young growth-based timber program for the Tongass, recognizing the importance of preserving Southeast Alaska’s exceptional natural resources while also preserving a viable timber industry that provides jobs and opportunities for Southeast Alaska residents. The amendment is also needed to support the development of renewable energy resources in Southeast Alaska. The Forest Service’s Preferred Alternative—Alternative 5—is based on the unanimous recommendation of the Tongass Advisory Committee that was established to provide input and advice on the transition to a young growth timber program to the Secretary of Agriculture and the Chief of the Forest Service. Members of the committee represent a broad range of viewpoints, expertise and geographically diverse communities in and outside of Alaska including representatives of local and state government, Alaska Native Corporations, the timber industry, the environmental community, and the public. The amendment process has a narrow focus and does not include changes to the Tongass conservation strategy, Wilderness or Wild and Scenic River designations, or changes to most land use designations. The draft documents are available at <http://www.fs.usda.gov/detail/tongass/landmanagement/?cid=stelprd3801708>. Submit comments to comments-alaska-tongass@fs.fed.us. For additional information, please contact Susan Howle, Project Manager, at 907-228-6340, or showle@fs.fed.us.

EVENTS & MEETINGS in ANCHORAGE, EAGLE RIVER & GIRWOOD

February 4

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Transportation and Public Facilities (DOT&PF) and partners, including the Municipality of Anchorage, Anchorage Police Department, Alaska Railroad, and Anchorage Water and Wastewater Utility, invite you to participate in the 2016 Anchorage Transportation Fair. The event is a "super open house" providing a showcase of transportation projects, planning efforts or existing plans concerning walking, biking, and driving within the Municipality of Anchorage. The Transportation Fair is free and open to the public and parking is free. For more information, go to <http://anchoragetranspofair.blogspot.com/>.

February 4 & 11

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February 4 - FOOD FOREST GARDENING - Go beyond organic! Growing food forests mimics nature's built in ways of nourishing plants to make a garden that requires less digging, planting, weeding, and fertilizing and has fewer pests. We will talk about choosing fruit trees, berry bushes, perennial and annual flowers and vegetables that all work well when planted together and how to buy, plant, and care for them.

February 11- SHEET MULCH GARDENING -Yarducopia builds instant, amazing gardens with sheet mulch! Come learn all the tricks, where to get the materials in Anchorage, and how to plant them. You could have your best, lushest organic garden ever! We'll also let you know how to sign up for Yarducopia if you want to build sheet mulch gardens with us! This will be a theory class, and there will be opportunities to take hands-on building classes in the spring. Please email any questions you have to garden@akaction.org.

****February 5**

Join **ALASKA CENTER for the ENVIRONMENT'S VOLUNTEER LEADERSHIP COMMITTEE** for a **"FISH" FIRST FRIDAY!** Stop by Brown Bag Sandwich Co's new location (535 W 3rd Street) from 5 to 7pm during the First Friday art walk to help give Alaskan salmon a voice by enjoying local art, food and drink. Contact ACE Organizer Kristen Collins at kristen@akcenter.org or 274-8628 or visit <http://akcenter.org/take-action/events/> for more information.

****February 10**

WARM WORLD, HOT FIRES: WILDFIRE AND WILDLIFE IN ALASKA will be held from 7 to 8pm at the Alaska Zoo's Wildlife Wednesdays talk. **RACHEL LOEHMAN**, research ecologist from the USGS Alaska Science Center discusses the challenges and opportunities of changing climate-fueled fires for wildlife and the management practices. For more information: elizabeth.manning@alaska.gov or call 267-2168.

February 11

SPENARD ROAD RECONSTRUCTION OPEN HOUSE will be held from 6 to 8pm in the



For Immediate Release
Contact: Anne Brooks, Public Involvement Coordinator
Toll Free Telephone: 1-866-535-1877
Email: comments.brooksalaska@gmail.com

PUBLIC SERVICE ANNOUNCEMENT – ANCHORAGE TRANSPORTATION FAIR

30 SECOND SPOT

(Anchorage, Alaska) – The Alaska Department of Transportation and Public Facilities invites you to the 2016 Anchorage Transportation Fair. The Transportation Fair is a one-stop shop for transportation projects within the Municipality of Anchorage. Engineers and project managers from over 40 different projects will be on-hand to discuss current and future transportation within the municipality. The Transportation Fair will be held Thursday, February 4, from 4 to 8 p.m., at the UAA Alaska Airlines Center in the Auxiliary Gym. The event is free and so is parking.

###

For more information:

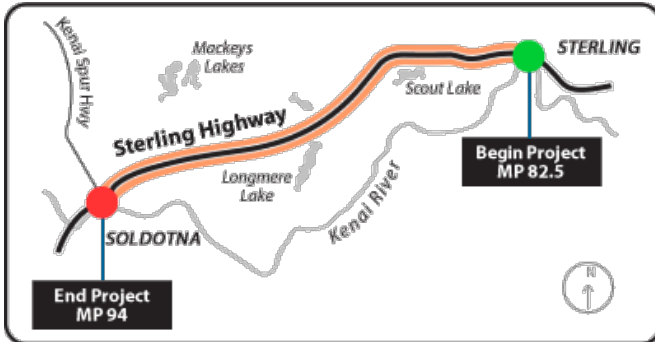
Event website: <http://anchorage TRANSP OFAIR.BLOGSPOT.COM/>

The Alaska Department of Transportation and Public Facilities oversees 254 airports, 11 ferries serving 35 communities, 5,619 miles of highway and 720 public facilities throughout the state of Alaska. The mission of the department is to “*Keep Alaska Moving through service and infrastructure.*”



Sterling Highway Safety Corridor Study: Sterling to Soldotna

Project Overview



Welcome to the website for the Alaska Department of Transportation and Public Facilities (DOT&PF) Sterling Highway Safety Corridor Study.

The DOT&PF is completing a safety enhancement study of the Sterling Highway between Soldotna and Sterling funded by the State of Alaska through a general fund appropriation. This segment of the Sterling Highway is one of four designated highway safety corridors in Alaska. This highway segment was designated a highway safety corridor because of its history of higher than

average incidences of serious injury and fatal crashes.

The study is part of DOT&PF's continuing efforts to focus on improving safety within designated safety corridors and will provide direction to DOT&PF on future safety enhancement projects. The work of the study involved analysis of the corridor and, ultimately, a recommended alternative that will improve safety far into the future. Alternative A, a 4-lane design divided by a depressed median, was chosen by DOT&PF as the preferred alternative. Alternative A best improves the safety, capacity, and mobility of the highway. It also best meets the local land-use plans. The center-depressed median provides snow storage, allows for storm water infiltration and, importantly, mitigates lane crossover (head-on) collisions. The 4-lane design transitions from 5-lane sections in both Sterling and Soldotna. The preferred alternative also includes a "best fit" multi-use trail for the full length of the roadway between Sterling and Soldotna.

[Click to see the preferred alternative.](#)

Construction of the preferred alternative is planned for 2018, depending upon the availability of funding and other factors.

Current Status

The Preliminary Engineering Report is available for review. The DOT&PF is pursuing Federal highway funds for this project and will be selecting a consultant to complete the required environmental document and design the improvements in early 2016.

[Preliminary Engineering Report](#) - 6 Mb pdf



State Project # Z548300000

Project Information

- » [Sterling Safety Home](#)
- » [Schedule](#)
- » [Public Involvement](#)
- » [Documents](#)
- » [Useful Links](#)
- » [Contacts/Project Team](#)
- » [Other Sterling Highway Projects](#)



www.sterlinghwy.com

Regional Links

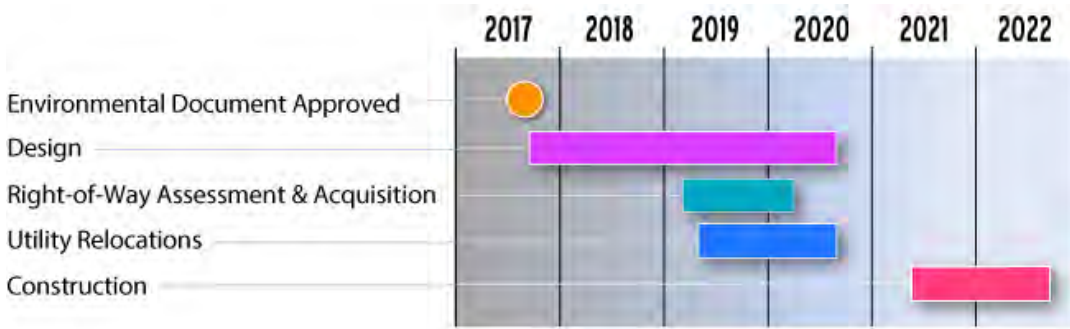
- » [Central Region](#)
- » [Central Region Projects](#)
- » [DOT&PF Project Info](#)





DOT&PF > Central Region > Projects > Sterling Highway Safety Corridor Study: Sterling to Soldotna > PROJECT SCHEDULE

Project Schedule



TEXT SCHEDULE:

Environmental Document Approved: August 2017
 Design: October 2017 – August 2020
 Right-of-Way Assessment and Acquisition: Feb 2019 – Feb 2020
 Utility Relocations: May 2019 – August 2020
 Construction: Summer 2021 – Summer 2022



State Project # Z548300000

Project Information

- » [Sterling Safety Home](#)
- » [Schedule](#)
- » [Public Involvement](#)
- » [Documents](#)
- » [Useful Links](#)
- » [Contacts/Project Team](#)
- » [Other Sterling Highway Projects](#)



www.sterlinghwy.com

Regional Links

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- » [Central Region Projects](#)
- » [DOT&PF Project Info](#)





Public Involvement

• Sign up for Project Email List

Joining the email list is the best way to remain up-to-date on project news and upcoming events. The project team will be sending out e-newsletters with project updates and event information. Submit your email to us below.

Sign Up for the latest updates.

• Send a Comment

- **EMAIL** your comments to: comments.brooksalaska@gmail.com
- **CALL** our toll free phone: (866) 535-1877
- **SEND** a letter to:
 Sterling Highway Safety Corridor Study
 c/o Brooks & Associates
 1704 Rogers Park Court
 Anchorage, AK 99508

• Meetings

PUBLIC OPEN HOUSE	
When	Where
Thursday, January 28, 2016	Kenai Peninsula Borough Assembly Chambers 144 North Binkley, Soldotna
Meeting Materials: Meeting Notes 98 kb pdf Postcard Mailer 535 kb pdf Fact Sheet General Information 172 kb pdf Fact Sheet Traffic Volumes 233 kb pdf Fact Sheet Traffic Safety 112 kb pdf	

TWO PUBLIC OPEN HOUSES	
When	Where
Tuesday, June 24, 2014	Kenai Peninsula Borough Assembly Chambers 144 North Binkley, Soldotna
Wednesday, June 25, 2014	Sterling Community Club, Gym 35040 Sterling Hwy Mile 83.5, Sterling
Meeting Materials: Meeting Notes 100 kb pdf Draft Preliminary Decision Document 1.5 Mb pdf _____ 177 kb pdf	



State Project # Z548300000

Project Information

- » [Sterling Safety Home](#)
- » [Schedule](#)
- » [Public Involvement](#)
- » [Documents](#)
- » [Useful Links](#)
- » [Contacts/Project Team](#)
- » [Other Sterling Highway Projects](#)



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Regional Links

- » [Central Region](#)
- » [Central Region Projects](#)
- » [DOT&PF Project Info](#)

[Postcard Mailer](#)

[Fact Sheet General Information](#) 165 kb pdf

[Fact Sheet Traffic Volumes](#) 250 kb pdf

[Fact Sheet Traffic Safety](#) 136 kb pdf

Alternative Preferred:

[Alternative A, 4-lane, divided with depressed median](#) 333 kb pdf

Alternatives for Use In Select Areas:

[Alternative B, 4-lane, divided with two-way left-turn lane](#) 347 kb pdf

[Alternative E, 4-lane, divided with F-shaped barrier](#) 362 kb pdf

Alternatives that do not meet the project purpose and need:

[Alternative C, 2-lane, divided](#) 330 kb pdf

[Alternative D, 2-lane, divided with alternating passing lanes](#) 371 kb pdf

PUBLIC OPEN HOUSE

When	Where
Tuesday, December 10, 2013	Kenai Peninsula Assembly Chambers

Meeting Materials:

[Postcard Mailer](#) 200 kb pdf

[Meeting Notes](#) 185 kb pdf

[Comment Sheet](#) 30 kb pdf

[Alternative A, 4-lane, divided with depressed median](#) 333 kb pdf

[Alternative B-1, 4-lane, divided with two-way left-turn lane or raised median, urban](#) 361 kb pdf

[Alternative B-2, 4-lane, divided with two-way left-turn lane or raised median, rural](#) 344 kb pdf

[Alternative C, 2-lane, divided](#) 330 kb pdf

[Alternative D, 2-lane, divided with alternating passing lanes](#) 371 kb pdf

[Alternative E, 4-lane, divided with F-shaped barrier](#) 362 kb pdf

[Alternatives for Non-Motorized Users](#) 337 kb pdf

[Sterling Highway, Seasonal Volume Effects on Highway Performance of Existing Two-Lane Highway](#) 17.5 Mb pdf

[Fact Sheet General Information](#) 92 kb pdf

[Fact Sheet Traffic Volumes](#) 251 kb pdf

[Fact Sheet Traffic Safety](#) 138 kb pdf

4 MOBILE MEETINGS

When	Where
Monday, July 22, 2013	Soldotna, Fred Meyer
Monday, July 22, 2013	Soldotna, Safeway
Tuesday, July 23, 2013	Sterling, Post Office
Tuesday, July 23, 2013	Sterling, Community Center

Meeting Materials:

[Postcard Notice](#) - 200 kb pdf

[Meeting Notes](#) - 137 kb pdf

[Fact Sheet](#) - 218 kb pdf

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DOT&PF > Central Region > Projects > Sterling Highway Safety Corridor Study: Sterling to Soldotna > DOCUMENTS

Documents

Acrobat Reader Required: You must have Acrobat Reader to open the documents on this page. If you do not have Acrobat Reader, [click here to download the FREE software](#). 1000 kb = 1 MB

[Public Involvement and Scoping Plan, June 2013](#) - 1.8 Mb

[Aerial Views of Project Corridor - Detailed View of Crash Locations](#)



[Sterling Highway Safety Corridor Map \(1977-2012 Fatal & Major Injury Crash Locations\)](#) - 1 Mb

Environmental Documents:

- o [Noise](#) - 1.5 Mb PDF
- o [Wetlands](#)
 - [Main Report](#) - 2 Mb PDF
 - [Appendices \(Available upon request\)](#)
- o [Phase I Site Assessment](#)
 - [Main Report](#) - 2.7 Mb PDF
 - [Appendices \(available upon request\)](#)
- o [Sterling Recreational Areas](#) - 1.3 Mb PDF
- o [Sterling Flora and Fauna](#) - 1.6 Mb PDF
- o [Sterling Floodplains](#) - 1 Mb PDF
- o [Sterling Essential Fish Habitat](#) - 1.1 Mb PDF
- o [Environmental Constraints Report](#) - 4 Mb PDF

[Draft Preliminary Decision Document](#) - 1.5 Mb PDF

[Final Preliminary Decision Document](#) - 1.6 Mb PDF

[Preliminary Engineering Report](#) - 6.3 Mb PDF



State Project # Z548300000

Project Information

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DOT&PF > Central Region > Projects > Sterling Highway Safety Corridor Study: Sterling to Soldotna > USEFUL LINKS

Useful Links

- [Central Area Rural Transit System, Incorporated \(CARTS\)](#)
- [Central Region](#)
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- [City of Soldotna](#)
- [DOT&PF Project Information](#)
- [Greater Soldotna Chamber of Commerce](#)
- [Kenai Peninsula Borough](#)



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Contacts

Your questions and comments are important to us! Please feel free to contact any of the following members of the project team, or Email us at comments.brooksalaska@gmail.com.

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NOTE: Just copy and paste the email addresses below into your email service. You will need to add the "@" sign.

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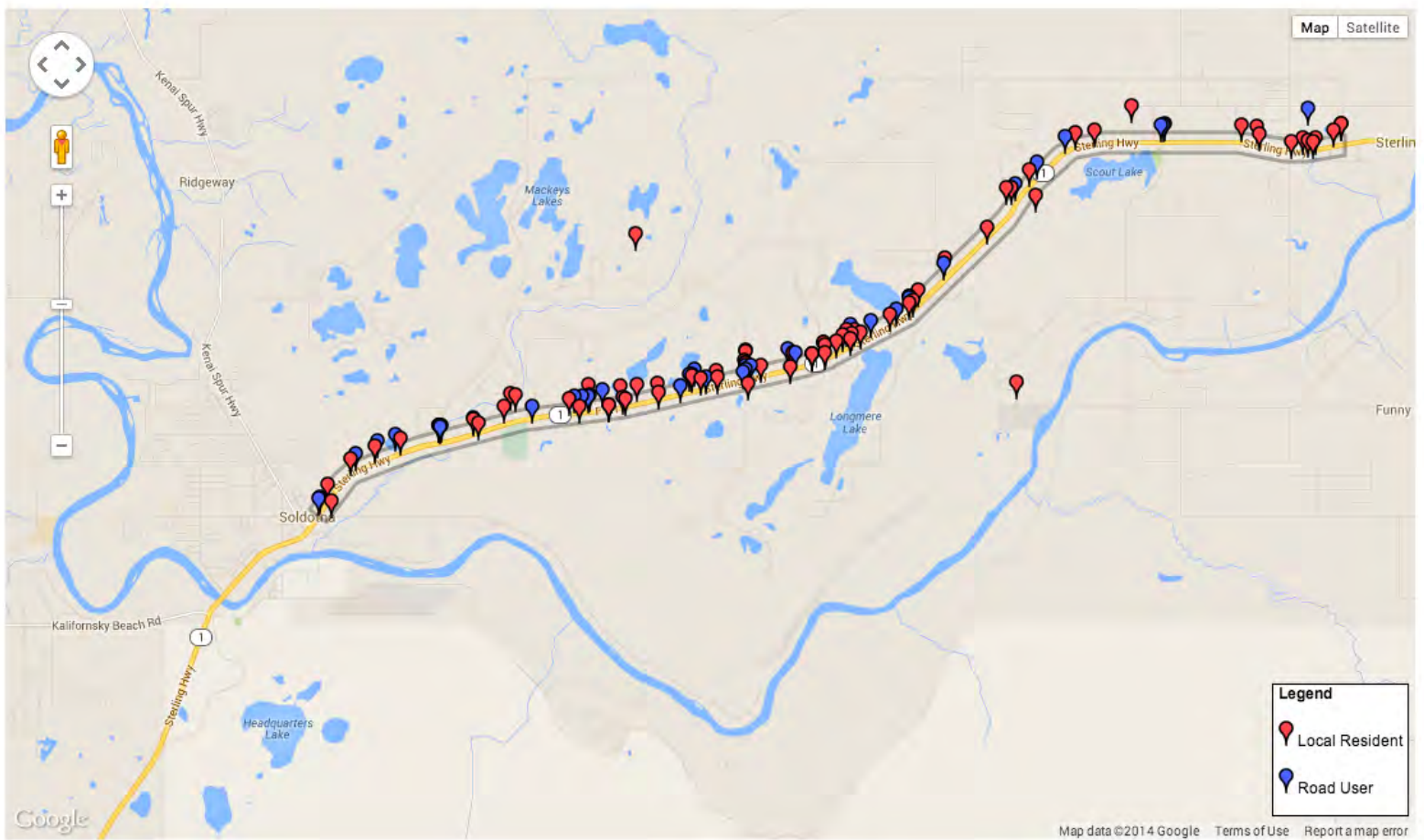
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Sterling Highway Safety Corridor Study: Sterling to Soldotna Comments Submitted

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name	comment	lat	lng	type
Eric Fischer	Turning lanes would help this intersection. Who\'s paying for this comment collecting RV mentioned in the post card I received? This seems like an excessive extravagance. Are my tax dollars involved in the purchase/rental?	60.504921	-150.940475	road_user
Kady Hopper	Raise the speed limit. The less time u spend going from one location to another, the less time u spend on the road, and in potential accidents. make it wider	60.512863	-150.899963	road_user
Dale	he sterling highway brteen Soldotna and Sterling needs a turn lane like K-Beach	60.534962	-150.78804	resident
Mark E Raymond	The 3 lane passing zones seem like a nice solution. They were a nice addition on the highway past Kenai Lake as well as up through the pass after the cut off.	60.509045	-150.912155	resident
angela garay	Lower the speed limit to 45 from Soldotna to Robinson Loop. We would decrease vehicle and moose accidents by over 50% in the first year, guaranteed.	60.50526	-150.928452	resident
Bob Malone	The speed limit should be lowered to 45 mph. There are too many businesses (turning cars) for the posted 55 mph.	60.502724	-150.957993	road_user
Julie Furgason	Safety corridors really haven\'t lowered the accident rate here or on the Seward Highway at Beluga Pt. I believe the reason is that the drivers are tired. Both corridors are the last half hour of the drive either to or from Anchorage. I think driver fa	60.500088	-150.997803	road_user
K. Carson	4 lanes	60.501202	-150.973434	resident
jason patten	Vehicles coming from Sterling, waiting to turn down Murray Lane are at extreme risk of being rear-ended. Drivers are not paying attention or try to pass on the shoulder and put others at risk. I have been in this situation several times in recent years. T	60.527847	-150.862473	resident
Dave Reaves	This highway should have been made into a four lane back when it was upgraded twenty years ago. I have been in thirty plus car strings numerous times, I seen this summer at least four near head-on accidents because people were trying to pass in these long	60.507122	-150.919266	resident
Dale C. Lundel	You\'ve seen the skid marks, you\'ve read about the numerous deaths and you\'ve probably even passed someone on the right at the intersection of Forest and Jim Dahler. Anyone who lives on Forest or Jim Dahler can share many %u2018close call%u2019 stories.	60.535233	-150.789581	resident
Sean and Lynn Dusek	Turn lanes to Vet and Golf Course	60.507236	-150.940552	resident
Barb Roper	a lighted intersection here would be great lots of people on the road. also may side road that is paved should have a lighted intersection or a center turn lane available	60.497818	-151.012238	resident
Ryan Nelson	a turn lane in this area would be nice with all the bussines\' here	60.514553	-150.896515	resident
Ryan Nelson	four lane for the entire corridor would be great but I understand the cost is quite huge, but extending the four lane here a little further up the hill past Fred Meyer would be great maybe even to mackey lake road	60.50135	-150.986649	road_user
Ryan Nelson	Get rid of Charlies	60.493786	-151.045105	road_user
Lisa Roberts	5 lanes all the way thru	60.501507	-151.002274	resident
Camie Jicha	The S Curves need to be fixed In the winter when you can\'t see the lines on the road the natural curvature of the road takes you into the other lane	60.503708	-150.952499	resident
		60.531281	-150.864258	resident

name	comment	lat	lng	type
Camie Jicha	We really need four lanes from Sterling to Soldotna but if that can't happen we definitely need a turn lane to the dump as it is on a corner	60.536179	-150.851898	resident
Camie Jicha	Turn Lane into Longmere Grocery	60.510159	-150.913361	resident
Tim Bowser DVM	I was involved in a head-on collision at this location in November of 2004. I received life-threatening injuries with a fractured femur, etc. I would strongly suggest that the speed limit be lowered in this section of highway inside the city limits of S	60.489662	-151.05278	resident
Tim Bowser DVM	Correction; This is the actual location of the November 2004 head-on collision in which I received life-threatening injuries. I would suggest that the speed limit be lowered in this section of highway within the city.	60.500061	-151.00528	resident
Deborah Baxter	Big Johns to Golden international could use left turning lane. So traffic doesn't come to a dead stop on the Hwy.	60.501064	-150.972748	resident
Betty Whittenberg	Sterling Landfill needs a turn lane to prevent fatalities while waiting to turn in at mile 85. Very dangerous highway safety corridor with numerous fatalities in this stretch. Soldotna landfill has a turn lane why doesn't the busy Sterling Landfill?	60.523678	-150.87558	resident
N. Faigle	There have been deaths at the intersection of evergreen and the hwy, and several with persons trying to pass while people were turning, a turning lane would also be nice both here and other intersections where so many people live. There are so many times	60.528915	-150.870438	resident
Eric Jensen	Continue the 4 lane road from downtown Sterling into Soldotna.	60.536579	-150.782379	resident
Thomas R Bearup	I am at mile 91 and would like to see a five lane with a center turn lane as there continues to be more commercial business from Forest Lane to Soldotna. The hill at the Solid Rock entrance is a dangerous location and I believe that the hill should be le	60.502815	-150.982788	resident
Pat Mullan	Jim Dahler is a blind spot heading towards Sterling, we had 2 really close calls there. A turning lane would help, we moved to town for fear of getting rear-ended there, especially in the summer.	60.507439	-150.940475	resident
Suzanne Baxter	A four lane road would be the best solution but at the very least a center turn lane should be added. I have never seen a road with such high traffic, all traveling at 55mph have to stop while someone turns left. I've also seen people try to drive around	60.514046	-150.895493	resident
Jodi Lundell	People think the turn lanes in front of the Elementary School are a passing area. Adding a sidewalk area to the school in both directions would make it safer for kids/adults to walk/bike to and from school.	60.537064	-150.803238	resident
Jane Conway, staff in Sen. Giesse's office	Is this the road to the Sterling Transfer station? If so, someone called our office requesting a left turn lane into it.	60.539806	-150.836624	resident
James Barkman	Passing on right is terrible! I would love a speed limit of 45. 4 lane divided would be great w/45 mph limit at least to Deville or Longmere Lake. Third turning lane would be acceptable too. 45 mph PLEASE. No passing on right PLEASE. Thank you for t	60.506187	-150.940826	resident
Bill Holloway	This entire section of road is congested. The only way to relieve congestion is by increasing the capacity of the road to accommodate more cars, or reduce the number of cars using the road. I would have attended the public hearing, but Fred Meyer's	60.51368	-150.89653	resident

name	comment	lat	lng	type
David and Brenda Ahlberg	Recommendation: reduce speed limit to 45mph and provide turning lanes. EXTREMELY dangerous during the summer months, particularly during July. I think a center turn lane should be added the whole length, like K Beach has. Now whenever there is traffic turning left most people pass on the right to keep from getting delayed.	60.505726	-150.940043	resident
Terri Davis	The stretch by Golden International past Lyndon Transport thru the Solid Rock area needs a center turn lane not a meridian. Construction trucks and Lyndon trucks need room to turn in & out of traffic. A center turn lane all the way from Soldotna to Sterli	60.509823	-150.909576	resident
Linda Barclay	I work in Soldotna and 5 days a week have to make a left turn to access my home after work. Winter is especially bad. If a 4 lane is not possible at this time, there should at least be a middle turn lane. I realize with icy, winter roads, that could also	60.500019	-150.985107	resident
Becky Latona	It would be nice if the 5 lane hwy from sterling could be extended to the Soldotna Fred Meyer. Also the speed limit needs to be reduced prior to the Sterling Hwy Mackey Lake Road intersection since there is a down hill on the Sterling Hwy prior to the Mackey Lake Road -Sterling Hwy intersection. Thank you.	60.504066	-150.954803	resident
Lori	Street lights from Mackey Lake road (or from the beginning of the Soldotna City Limits) would be nice and perhaps a stop light at the intersection of the Sterling Hwy and Mackey Lake Road. Thank you.	60.49744	-151.022705	resident
Lori	All major intersections such as Mackey Lake Rd, Forest Ln, Edgington Rd, Robinson Loop all need turn lanes and traffic lights. We have had too many accidents and deaths as a result of long lines of cars, speeding and summer visitors to the Kenai/Soldotna area.	60.49744	-151.022781	resident
David Ahlberg	I really don't like the "Safety Zone". It seems it is just another way for the state to dig into our pockets. If there are safety issues than fix the highway better to handle more traffic. The Sterling Hwy should have been made into a 5-lane road years ago, with turning lanes. It also needs a bike/walking path. Only don't make it a 45 mph zone like the 5-lane sections of the Spurr Hwy between Soldotna & Sterling; it doesn't make sense to make the road better then slow the speed limit down.	60.503059	-150.939789	resident
Ric Plate	DOT needs to provide a flashing light for the Forestry emergency vehicles.	60.510242	-150.911362	resident
Ric Plate	The Mackey Lake road needs an acceleration lane (Soldotna bound). Traffic turning onto the Sterling Hwy from the Mackey Lake road have to accelerate uphill and very often this becomes a bottleneck of traffic.	60.498394	-151.013718	resident
Ric Plate	The "safety zone" signs are located here rather than what is shown on the map.	60.497448	-151.022446	resident
Ric Plate	I don't like the "Safety Zones"! Fix the roads right to handle the traffic rather than add more restrictions on drivers. The "safety zones" won't reduce accidents because the people who are in a hurry to get around a slower driver will still take chances. Provide passing lanes (at a minimum), 5-lane road between Soldotna & Sterling, and turning and acceleration lanes.	60.493057	-151.046677	resident
Ric Plate		60.504818	-150.948212	resident

name	comment	lat	lng	type
Ric Plate	No where else in the country have I come across \"Safety Zones\". The mandatory headlight requirements is not needed and just gives the state more burdensome regulations over drivers.	60.503136	-150.964005	resident
Ric Plate	Get rid of the ridiculous rumble strips; especially where you have them on the center lane. They are noisy and distracting. And in the wintertime it is often impossible to even see them. The rumble strips tend to \"suck\"; cars with small tires in, once the driver hits a rumble strip and it is a bit of a pull to get out of them again. I think they are a safety hazard. If you have to have them then just put them on the center lines and not on the sides of the road.	60.50716	-150.927826	resident
Anna Johnson	Somewhat of a buisness district, a large amount of vehicles turning left. Speed limit should be reduced to allow more reaction time for vehicle turning left, frontage road?	60.501053	-150.987854	resident
Lauri Lingafelt	Trying to get out off of Forest is dangeroius now-- making a 5 lane will be impossible to get out. I would liek to see a light, as well as taking the hill out between Forest Murray. You can\'t see the traffic coming when trying to pull out to highway.	60.505722	-150.940643	resident
Janice	need turn lane	60.505428	-150.936356	resident
Janice	need school light on swanson riner	60.5355	-150.790787	resident
Project Team	Area of a contamination spill	60.539387	-150.789246	road_user
Project Team	Area of flooding	60.504921	-150.954254	road_user
Project Team	Moose crossing	60.507645	-150.929184	road_user
Project Team	Moose crossing	60.510857	-150.912277	road_user
Project Team	Moose crossing	60.529465	-150.868027	road_user
Project Team	Moose crossing	60.496216	-151.034546	road_user
Project Team	A staff member for a law office here was nearly crushed by a semi with locked breaks when she slowed down to turn into work. She escaped by speeding up to a place where she could safely turn out of the way.	60.495369	-151.039398	road_user
Project Team	Commenter would like to see a light here	60.505726	-150.940643	road_user
Project Team	Commenter would like to see a light here.	60.497398	-151.022995	road_user
Project Team	Commenter would like to see a light here.	60.514534	-150.896439	road_user
Project Team	%u2022 Commenter would like the light timing at E. Redoubt Ave to be looked at. %u2022 Suggested jogging E. Redoubt over to make a four-way intersection with Kenai Spur. %u2022 Needs an acceleration/deceleration lane for Kenai Spur.	60.488056	-151.054886	road_user
Project Team	Turning out of Lakewood Road is dangerous because of the curve; commenter always turns on Breezewood Drive instead.	60.53569	-150.854813	road_user
Project Team	Commenter commutes to Soldotna and has had six close calls in six months. Yesterday he saw someone trying to turn left on St. Theresa Road and people had to dive off the road to miss the car and not cause a pile-up.	60.514301	-150.896652	road_user
Project Team	Trucks turning from Lynden almost cause accidents.	60.502151	-150.979095	road_user
Project Team	Road frost heaves	60.50156	-150.982315	road_user
Project Team	Moose seen often at Forest Lane.	60.505344	-150.939102	road_user

name	comment	lat	lng	type
Project Team	Lots of wildlife crossings at Scout Lake	60.537273	-150.828339	road_user
Project Team	Turn lane is not long enough for Mackey Lake Road.	60.49744	-151.022278	road_user
Project Team	Left turns are very hazardous at Burns Lane.	60.504181	-150.955017	road_user
Project Team	%u2022 Put a sign at Schultz St. about passing on the right. %u2022 CBC needs its own access (near map marker 104). %u2022 Used car lot at Schultz piles snow in the right of way. %u2022 There is flooding from a culvert and highway runoff at Schultz St. %u2022 Evergreen Drive is at the top of a hill and at a curve and the site distance is too short to make a safe left turn either onto it or off of it. %u2022 Ice is a major problem in shaded areas. %u2022 There is a steep embankment where moose jump up onto the road with no warning at Soldotna Creek. %u2022 Commenter had witnessed the 1/4/2008 fatal accident at MP 86.2. %u2022 Commenter was concerned that a few people with strong opinions and political clout will block the project from going forward as a four-lane divided highway.	60.504162	-150.955627	road_user
Project Team	Commenter almost hit someone yesterday drifting across the centerline at Mackey Lake. He would like to see either a light or a merge lane at Mackey Lake and at Forest.	60.532291	-150.862106	road_user
Project Team	Need a turn lane	60.497231	-151.022614	road_user
Project Team	%u2022 Would like a traffic light at Scout Lake Road to make a safe place to turn out for the community center, the school, and the church. %u2022 There is a group working on a safe trail project near the school in Sterling.	60.505447	-150.940643	road_user
Project Team	Need a passing lane near Robinson Loop Road.	60.537296	-150.827744	road_user
Project Team	Commenter would like to see an underpass/overpass for bikes and peds at Scout Lake/Swanson River Road to serve the elementary school.	60.51897	-150.887177	road_user
Project Team	I have personally had two potentially fatal near misses at this spot. While trying to make a left hand turn on Murray lane to go to my house a vehicle coming from behind had to go into the ditch to avoid rear-ending our vehicle. There needs to be at a minimum a center turning lane for vehicles to get out of traffic while turning onto a side road. There has been one fatality at this intersection alone and many others between Soldotna and Sterling through-out the years. A major up-grade is long over due for this stretch of road. The cost should not even come into play here because there\'s lives at stake and you can\'t put a value on that. I realize some incidents were caused by careless or inattentive drivers, but having a larger road bed would greatly increase the safety on this stretch of road. Best case scenario would be four lanes between Soldotna and Sterling. On any given day the traffic can be bumper to bumper all the way out of town. Thanks for your concern.	60.537212	-150.828812	road_user
Dave Reaves		60.508408	-150.919617	resident

name	comment	lat	lng	type
Dave Reaves	<p>I have personally had two potentially fatal near misses at this spot. While trying to make a left hand turn on Murray lane to go to my house a vehicle coming from behind had to go into the ditch to avoid rear-ending our vehicle. There needs to be at a minimum a center turning lane for vehicles to get out of traffic while turning onto a side road. There has been one fatality at this intersection alone and many others between Soldotna and Sterling through-out the years. A major up-grade is long over due for this stretch of road. The cost should not even come into play here because there are lives at stake and inattentive drivers, but having a larger road bed would greatly increase the safety on this stretch of road. Best case scenario would be four lanes between Soldotna and Sterling. On any given day the traffic can be bumper to bumper all the way out of town. Thanks for your concern.</p> <p>I have shared my thoughts before. I am against a divided highway but support a five lane with a center turning lane. I have church traffic as well as other visitors turning left into our property from Soldotna as well as others coming from Sterling. I also believe that the hill on the Sterling side of my property should be taken out as there has been many accidents, some fatal on that hill and it is extremely difficult to pull out of my property to go toward Sterling because of the hill. We also have serious safety issues from large trucks coming over the hill to enter the Lynden Transport yard which is next to my property. The trucks have to use the Jake Brake which causes an excessive amount of noise as well as safety issues in slowing down to make the entrance to their facility. When the trucks leave Lynden Transport they normally have to turn to the right and then cross over the highway and turn into the Big John parking area. As a former Mayor of Soldotna I have heard of this project for many years. I believe that with a will lit, five lane highway, with the ability of people to get out of the traffic lanes to make left turns would be the best option. Since I live right at mile post 91 and we have had a childcare center here before and are looking at options in having a private school I would suggest that we have a five lane, with center left turning ability into my property. It is my opinion that lives could have been saved had this project been completed in the past. I would even look at the possibility of allowing some of the removed material to be placed on my property since I have 31 plus acres. Let's get the project done and save lives of people that travel that highway every day. The traffic seems to be getting higher as it takes more time for me to get out of my drive. I would be at the meeting in Soldotna but I have a doctors appointment in Anchorage but would be willing to meet with the ADOT staff or your staff to discuss possible solutions to this issue.</p> <p>Would like to see a bike/walking path along the highway.</p> <p>Begin bike path here</p> <p>Begin bike path here</p> <p>Begin/ end bike path</p>	60.508408	-150.919617	resident
Tom Bearup		60.502758	-150.974121	resident
Jeff Breakfield		60.515461	-150.894211	resident
Tom Coursen		60.537441	-150.780487	resident
Tom Coursen		60.537441	-150.780487	resident
Tom Coursen		60.487507	-151.051712	resident

name	comment	lat	lng	type
Tom Coursen	continue bike path This comment is a followup to a conversation with Ann on 12/04/13. I prefer a 5 lane option for the complete project. This will reduce problems caused by impatient drivers making "bad passes" and improve access to driveways and side roads along the route. Hopefully the right of way acquired for the 90 project will be sufficient for the traffic and non-motorized lanes. Jim Fassler 907-398-8384	60.503822	-150.947861	resident
Jim Fassler	Increase speed limit.	60.511337	-150.90683	road_user
	Increase speed limit	60.535519	-150.787521	resident
	Definetly increase the speed limit	60.536446	-150.846741	resident
Katherine Becher	would like to see a turn lane southbound. Do not want to see concrete meridians anywhere along this stretch of road.	60.495808	-151.033173	resident
	Please DO NOT make a divided hwy, consider right and left turn lanes. There are a lot of businesses, a couple schools, the Sr. Center and citizens in general that would be caused aggravation and frustration with having to drive somewhere to turn around so they could get to the other side of the hwy. Plus, what about the driveways that would get all this turnaround traffic. More lighting would help too.	60.53503	-150.793884	resident
Leora Pooler	When I turn left on to Deville people pass at full speed on right. This encouraged by the fact that Penny Lane directly opposite Deville provides a generous passing area on right. I feel like taking my life into my own hands especially at nite during rush hour and during the summer tourist season. Please consider a five lane Hwy with turning lane. If a portion of it is a divided hwy all the better. I look forward to reviewing the preferred alternative.	60.535973	-150.80246	resident
Tony Doyle	One of the biggest problems we've seen both driving this section of road, and working on it, is the turning traffic on to side streets, and side street traffic trying to get out onto the highway. The roadway is relatively congested in the mornings and evenings, and drivers often get frustrated and take chances when entering and exiting the highway. Hill and curve visibility seem to make matters worse. I don't think that lighting would be a very cost-effective plan to do anything about vehicles crashes. Nor would a three lane with reduced speed limit (may actually increase collisions at first)	60.508633	-150.916107	resident
Marcus Forkner	very dangerous corner to turn left on in summer or winter high accident area between St. Theresa/edgington Rd. and Sterling Landfill. The Sterling Landfill is a death defying experience to turn into while waiting for oncoming traffic to pass people pass you on right shoulder at high rate of speed winter and summer and the car behind them cant see you turning until the last minute. We need center turn lane here as Soldotna landfill has. Also a bike trail connecting Sterling to Soldotna would be great and well used. Mainly turn lanes in this highway safety corridor.	60.504665	-150.941162	road_user
Betty Whittenberg	Sterling Landfill is too dangerous to turn into without center turn lane. Taking life into hands each time due to cars passing on shoulder while you are waiting to turn left into landfill.	60.512184	-150.901688	resident
Betty Whittenberg		60.535328	-150.755768	resident

name	comment	lat	lng	type
Barb Winkler	Accident waiting to happen when attempting a left turn onto Heath Place. Nearly killed by a semi last fall. Punched the gas and drove up to Mackey Lake turn lane. Skid marks are still on the road where they attempted to brake at the last minute.	60.494778 60.522827	-151.039871 -150.970001	resident resident
Ken Reichert	why consider improvements when there is still only running on a 1985 budget? Traffic volume is highest during the fishing season, at all other times it is no greater than 2 car trips per day per house hold. Some left turn lanes at key locations could possibly reduce some accidents. A divided hwy is opening up a whole set of problems with ATV's crossing the roadway not to mention pedestrians. A divided HWY has not stopped head-on accidents on the Glenn HWY. How about using a Jersey Barrier through most of the Sterling HWY?			
Dia Matteson	A center turn lane to access the gas station as well as Kenai Peninsula Harley-Davidson Please expand to separated highway with grade separation on all side streets, moose underpassings, rest stops. 80MPH design speed recommended.	60.503216 60.501381	-150.867523 -150.984375	resident road_user
John Doe	My main concern is accidents with moose anywhere on the Sterling Hwy. While adding lights may improve visibility, this approach is overkill. I think it would be a lot more effective and less costly to install motion detectors where moose are known to be in the right-of-way. If the detector is activated it would turn on a flashing yellow light warning motorists that something (moose, dog, pedestrian etc) is near the road and that they need to slow down. I would also like to see a mandatory speed reduction when a yellow light is flashing (as with school zones).	60.507076	-150.927094	road_user
George Matz	My main concern is accidents with moose anywhere on the Sterling Hwy. While adding lights may improve visibility, this approach is overkill. I think it would be a lot more effective and less costly to install motion detectors where moose are known to be in the right-of-way. If the detector is activated it would turn on a flashing yellow light warning motorists that something (moose, dog, pedestrian etc) is near the road and that they need to slow down. I would also like to see a mandatory speed reduction when a yellow light is flashing (as with school zones).	60.506916	-150.922623	resident
George Matz	My main concern is accidents with moose anywhere on the Sterling Hwy. While adding lights may improve visibility, this approach is overkill. I think it would be a lot more effective and less costly to install motion detectors where moose are known to be in the right-of-way. If the detector is activated it would turn on a flashing yellow light warning motorists that something (moose, dog, pedestrian etc) is near the road and that they need to slow down. I would also like to see a mandatory speed reduction when a yellow light is flashing (as with school zones).	60.506916	-150.922623	resident
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John Doe	How will this transition to the Fred Meyer Approach?	60.487858	-151.055176	road_user
Patricia Cue	Peope drive too fast. Law enforcement should be placed in key areas to deter people from speeding. I also agree with George Matz comments about triggered blinking systems when moose are in the road.	60.501911	-150.963821	resident

name	comment	lat	lng	type
Travis Haskin	This is just a general comment that I don't see designating this part of the road as a safety corridor as the solution. To me, the problem stems from people getting impatient and wanting to pass slower vehicles. As I see it, the only solution will to eventually make it a 5 lane highway the whole way; or at least to have sections with passing lanes.	60.509518	-150.914383	resident
shawn stephan	I believe this area should have a center turn lane and possibly reduced speed limit as there are a lot of businesses that need access and a turn lane	60.50145	-150.982788	road_user
Howard Kent	A controlled traffic light is needed at this intersection to allow Forestry Fire Vehicles to respond quicker and safer to wildland fire calls.	0	0	
		60.498558	-151.013763	resident
		0	0	
		0	0	
Charles Cunningham	The divided highway would kill all present and future business ventures. The best idea is a continuation of the type of road that is in Soldotna and Sterling	60.501728	-151.003708	resident
Jerry Flippin	How about putting a light, stop sign or a roundabout on the highway because during the summer it's almost impossible to pull out, a four-lane highway would be very helpful to. thank you			
	I have heard this is to be divided. I am all for 4 lanes of traffic, but would like to see a road like Kenai has, with turn lanes. I don't want to have to go right, drive for however far, then turn around. That is a waste of time and gas.	60.505676	-150.940475	resident
Mallory Hughes	This is too wide. You are going to be taking people's home and property.	60.508362	-150.919479	resident
Mallory Hughes	Need a separate walking path bike lane for those who walk and bike from here to town	60.508095	-150.919357	resident
Tammy Farrell	Traffic so heavy there we have to turn right and then go turn around to go left	60.519623	-150.886917	resident
Tammy Farrell	People driving WAY too fast, this is a residential area	60.502892	-150.969666	resident
Tammy Farrell	Very important to have a pedestrian/biking pathway incorporated into the new highway design.	60.509651	-150.911987	resident
Jeff Breakfield		60.537106	-150.807434	resident
		60.500183	-150.977219	resident
		60.500183	-150.977219	resident
	Build an autobahn with no speed limit and extend it all the way to Anchorage.	60.503906	-150.951111	road_user
		0	0	
		0	0	



DOT hosts mobile meetings about Sterling Highway

Posted: July 29, 2013 - 8:18pm

By KAYLEE OSOWSKI

Peninsula Clarion

The 10.99-mile stretch of the Sterling Highway between Soldotna and Sterling has seen 32 fatal accidents and 85 major injury accidents in the past 35 years.

The Alaska Department of Transportation and Public Facilities is working to create and implement a plan decrease these numbers.

In 2009 this section of road was designated as a highway safety corridor because of its high number of fatal and serious injury crashes. The segment of highway between Soldotna and Sterling is one of four designated corridors the DOT is working to make safer. Since becoming a safety corridor, law enforcement has been increased, speed limits have been reduced and there has been more signage. With no fatalities since the inception of the Sterling Highway safety corridor, these changes have proved to decrease accidents, but DOT wants to improve safety further.

The preferred solution DOT suggests is to make that segment of road a four-lane divided highway, but there are still a lot of considerations that need to be verified, Anne Brooks, public involvement coordinator, said. The department needs to ensure there is adequate right of way, analyze crash data and consider public input — all part of phase one of the project.

The department decided to try a new method to connect with people about the accident issue for the Sterling Highway. Instead of finding a venue and putting researchers in hotel rooms for a few days of information gathering, Brooks and Associates, hired by the DOT to provide technical support for the project, rented an RV and setup “mobile meetings.”

On July 22, Brooks and Camden Yehle, public involvement associate, parked the RV at Fred Meyer in Soldotna in the morning and Safeway in the afternoon.

In Sterling they met with interested people at the post office and the community center on Tuesday. Brooks said she figures the duo talked to 150 people over the two-day event.

“People are passionate about that roadway because they’ve had near misses,” Brooks said.

Brooks said they heard “lots of great feedback” in Soldotna and Sterling. She said some people have been very receptive to the idea of a four-lane highway divided by a median with a break every one half to one mile. Others, especially business and property owners along the highway have been a little less enthusiastic about the four-lane solution. Their concern is not only will they maybe have to drive the highway in the opposite direction of their destination until a median break where they can make a U-turn, but customers may have to do the same.

Another concern raised was how will bikers, ATV riders, runner and walkers be accommodated. Brooks said DOT has existing right of way along the highway, and the department hopes to be able to expand within the those lines, but will consider alternative options based on safety and cost.

With 21 of the 32 fatal accidents between 1977 and 2012 resulting from head-on collisions, Brooks said medians would help prevent those types of accidents.

Brooks said she received a lot of comments on the Mackey Lake Road intersection, a hilltop intersection where DOT put in left turn lanes. She said many people suggested putting left turns at other busy intersections like Forest Lane and Jim Dahler Road. Brooks said if the funding is available and depending on what the priorities throughout Alaska for traffic safety are, left turn lanes at that intersection may be a possibility.

Other people suggested reducing speeds among other temporary safety solutions before the ultimate project begins, which is a few years away from construction.

Phase one of the project is scheduled to be completed in November. Brooks said people can continue to comment on the project’s website, sterlinghwy.com or the DOT Facebook page.

Kaylee Osowski can be reached at kaylee.osowski@peninsulaclarion.com.

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DOT&PF hears comment on Sterling Highway safety designs

Posted: December 11, 2013 - 10:46pm

By KAYLEE OSOWSKI

Peninsula Clarion

Multiple aerial maps spread out on tables and six different highway designs propped up on stands gave people a birds-eye view of the safety issue on an 11-mile stretch of the Sterling Highway as well as possible ways to decrease the number of accidents.

About 40 people attended a meeting and shared their concerns and ideas about the Sterling Highway Safety Corridor between Sterling and Soldotna with the Alaska Department of Transportation and Public Facilities on Tuesday night at the Kenai Peninsula Borough Assembly Chambers in Soldotna.

Mary Helminski, who lives off the Sterling Highway on Jim Dahler Road, was grateful for the meeting to discuss the safety issue on the highway. One of her biggest concerns is that the highway is "too dark."

Between 2000 and 2010, the most numerous type of crashes on the highway between the Moose River bridge and the Kenai Spur Highway, 28 percent, were moose related, with 80 percent of those crashes happening at night.

"Light that highway up," Helminski said. "If they do nothing else, light it up."

Moose mitigation options include installing lights, but the maintenance cost for lighting would be expensive, Ron Martindale, traffic analyst for Kinney Engineering, said during DOT&PF's presentation. Dennis Linnell, principal civil engineer with Hattenburg Dilley and Linnell Engineering, said the state maintenance funding has been flat since 1985.

Another option to decrease the number of moose-related accidents would be to put up fencing along the highway, but there are too many intersections for fencing to be effective, Martindale said.

Ross Morrison, who lives on Jim Dahler Road, said getting off of the highway to residences and businesses can be dangerous on the Sterling, especially when trying to make a left turn.

"I can't tell you the number of times I've had to dive," he said.

Alan Holt, another Jim Dahler Road resident, agreed.

"There is so much traffic," he said. "Getting safely on and off to residences is huge."

Morrison thinks the best option to decrease the number of accidents is to put in a depressed median between opposing traffic lanes with left-turn lanes at about half-mile intervals.

Walter H. Ward of WoodHeat FireStone located between Beacon Hill Street and S. Jawle Street on the highway is concerned about how a divided highway would affect businesses between Soldotna and Sterling.

He said many businesses on that section of the highway basically survive because of summer tourists, who stop by on their drive.

With a divided highway there aren't as many left-turn opportunities for travelers. Ward thinks the DOT&PF should consider the many businesses and give drivers the option to make a left turn to those businesses. His suggestion is to construct a highway with a full-center turn lane from Soldotna to about Pine Street and from Swanson River Road to the widened highway in Sterling. He also thinks the speed limit should be reduced 45 mph in those areas. Between the two sections, he suggests a two-lane divided highway with an alternating center passing lane.

After the presentation, Ward spent sometime talking with different project team members to share his ideas.

"I think its great they came down to have the meeting," he said

The six alternatives the team presented were:

- four-lane divided with a depressed median;
- four-lane divided with a two-way left turn lane or urban-style raised concrete median;
- four-lane divided with a two-way left turn lane, rural-style;

- two-lane divided with a depressed median;
- two-lane divided with alternating passing lanes;
- four-lane divided with a raised concrete barrier.

Linnell said the four-lane alternative with the depressed median is probably the safest design.

"It's meant to get people from point A to point B with as little interruption as possible," he said.

He said DOT&PF isn't restricted to only one alternative, the best option might be a combination.

The department is also considering alternatives for pedestrian pathways along the highway. Currently bikers, runners and walkers commute on the shoulder of the highway. Other options include an urban sidewalk or a multi-use pathway with minimum or optimum separation. The minimum amount of separation between the highway and a multi-use path is 10 feet. The safest option is to separate a path from the highway with a ditch, Linnell said.

Morrison, Holt and Ward all would like to see a path along the highway.

"A bike trail would be just absolutely used," Morrison said.

The Sterling Highway between Soldotna and Sterling was designated a safety corridor in 2009. Cynthia Ferguson, project manager, said the overall goal of the project is to get the number of accidents down.

"We don't want it to be a safety corridor anymore," she said.

Since it became a safety corridor, rumble strips have been put in, traffic fines are double and policing has been increased, Martindale said.

According to DOT&PF, between 2000 and 2012 there were 12 fatal crashes resulting in 16 deaths on the Sterling Highway. Between Boundary Street and Evergreen Street, 10 of the accidents occurred with 13 of the total deaths.

Between the Kenai Spur and Moose River there were 721 crashes on the Sterling Highway between 2000 and 2010. After moose-related crashes, the second highest cause of crashes is rear-end collisions with 27 percent. Other overrepresented crash causes are ran-off-the-road with 12 percent, head-on with 5 percent and sideswipe with 4 percent, according to DOT&PF.

Nearly all fatal crashes were the result of a head-on collision. The Sterling Highway average annual fatal accident rate between 2000 and 2012 was 3.28. The statewide rate was 1.60 and the national rate was 1.37, according to DOT&PF.

If nothing is done, crashes are expected to rise to 22 percent more annual crashes between 2031 and 2040 than between 2000 and 2010, according to DOT&PF.

Prior to Tuesday's meeting, DOT&PF set up listening posts for public comment in Soldotna and Sterling in July. DOT&PF is accepting comments online at sterlinghwy.com by clicking on the map image. Graphics of the alternatives are viewable by clicking the link in the "Current Status" box.

Ferguson said the next step in the project is to determine which alternatives to move forward with in consideration and begin figuring cost estimates for the different designs.

The study is funded by a legislative appropriation, she said. A draft of the preliminary decision document is scheduled to be complete in February 2014. Construction is tentatively scheduled for 2018, but is dependant on many factors including funding, according to DOT&PF.

Kaylee Osowski can be reached at kaylee.osowski@peninsulaclarion.com.

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DOT&PF shares progress in highway study

Posted: June 25, 2014 - 10:21pm

By KAYLEE OSOWSKI

Peninsula Clarion

How many lanes should there be? How should the lanes be divided? What are environmental concerns? Is lighting an option? How much room is available for a pathway? Where should turn lanes be included?

Those are a few of the questions officials working on an Alaska Department of Transportation and Public Facilities Sterling Highway Safety Corridor Study are working to answer.

And DOT&PF is looking to the public for feedback to help select the best option to increase safety and mobility to the 11.5-mile stretch of highway between Soldotna and Sterling.

At meetings in Soldotna and Sterling this week DOT&PF shared its Decision Document for the Sterling Highway Safety Corridor Study, which explores highway lane alternatives between Mile 82.5 and Mile 94.

"The document will stay in draft form until after the meeting(s) and depending on what we hear, we may make some changes," said Anne Brooks, public involvement coordinator.

The department also identified its preferred option and ruled out two alternatives for road construction.

Aside from doing nothing, the document identifies five alternatives for the highway:

- A) 4-lane divided with a 30-foot depressed median;
- B) 4-lane divided with two-way left-turn lane or raised median;
- C) 2-lane divided with 30-foot depressed median;
- D) 2-lane divided with 30-foot depressed median with alternating passing lanes;
- E) 4-lane divided with a 2-foot concrete barrier.

DOT&PF evaluated the designs on safety, traffic capacity, mobility, engineering, maintenance and operations, land use, environmental resources, pedestrian and bicycle accommodation and cost. In each category, the alternatives were ranked most favorable, less favorable or least favorable.

Officials have ruled out alternatives C and D because they don't meet the purpose and need.

Alternative A has been identified as the preferred option and B and E could be used in select areas.

The 4-lane highway divided with a depressed median had five most favorable marks — the most of any alternative. It ranked high in safety, capacity, mobility, maintenance and operations and land use. The alternative calls for two 12-foot travel lanes in each direction, 8-foot outside shoulders, 4-foot inside shoulders and a 30-foot depressed center median. It was the only category to receive no least favorable marks.

Dennis Linnell, project manager, Hattenburg, Dille and Linnell, LLC, said members of the public have commented that they would like to see a pathway along the highway. Alternative A takes up a large amount of right-of-way making it difficult to construct a path with optimum separation from the road of at least 22 feet along the entire stretch of highway.

If a path is constructed, he said in areas where optimum separation is possible, that's what DOT&PF would do and in areas where the path would be close to the road, a guardrail would likely be installed.

Linnell said one of the biggest challenges with the project is figuring out how to balance two competing needs — mobility and access to residences and businesses.

Keith Baxter, Soldotna City Council member, attended the meeting in Soldotna on Tuesday and said with the highway serving local and through-traffic, he is glad to hear DOT&PF is considering both sides.

According to DOT&PF, the 11.5 miles of highway is over capacity and has a high rate of fatal and major injury crashes.

Moose-involved collisions accounted for 28 percent of crashes between the Kenai Spur Highway and Moose River from 2000 to 2010, with 80 percent of those crashes happening at night. Twenty-seven percent of crashes were rear-end collisions. Compared to statewide averages, running off the road, head-on and sideswipe collisions are overrepresented. Nearly 75 percent of crashes happened between October and March during twilight or after dark.

Rear-end and right-angle crashes occurred at a slightly higher rate, 55 percent, between April and September. This data corresponds with higher traffic volumes.

The highest crash areas were at Robinson Loop Road to Murray Lane, the Forest Lane and Jim Dahler Road intersection to Boundary Street, Boundary Street to Mackey Lake Road and Mackey Lake Road to Devin Drive.

The next step in the process is the preliminary engineering study, which Brooks said gets into detail about right-of-way, access points and drainage issues. The process for the engineering study will begin in July and wrap up in the first quarter of 2015, she said.

In December 2013 DOT&PF held a public meeting about the project. Locals at the meeting expressed concerns about moose mitigation, the amount of traffic, drivers speeding and accessibility to businesses along the highway.

DOT&PF also held mobile meetings in parking lots in Soldotna and Sterling last summer for local citizens to discuss the safety corridor.

Linnell said most commenters have been supportive of the project.

"Everybody knows something needs to be done," he said.

To view the document and other information and submit comments about the project visit www.sterlinghwy.com.

Kaylee Osowski can be reached at kaylee.osowski@peninsulaclarion.com.

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SECTIONS

Alaska News

Kenai Peninsula's only strip club has an unlikely landlord: The state

Annie Zak | February 21, 2016

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Good Time Charlies is the only strip club on the Kenai Peninsula, and the land the building sits on is owned by the Alaska Department of Transportation and Public Facilities.

Google street view image

If you've ever tossed out a few dollar bills during a show at Good Time Charlies strip club in Soldotna, some of your money has ended up in the hands of the state of Alaska.

It's the result of a strange saga that started more than 20 years ago, when the Alaska Department of Transportation and Public Facilities bought the land that Good Time Charlies sits on.

In the 1980s, the DOT started planning a project to upgrade a portion of the Sterling Highway in and near Soldotna. In 1991, work on that project began, including widening the two-lane road's shoulder.

That's when DOT bought the property beneath Good Time Charlies for \$240,900, for plans to eventually expand the road to four lanes. The original plan was to demolish the strip club at 42140 Sterling Hwy. to make way for the wider road.

But that project stalled when funding dried up, said DOT spokeswoman Jill Reese. As a result, the building was never torn down as part of the would-have-been expansion, but the state kept the land. It does not own the building or Good Time Charlies itself.

Reese said that although it's allowable for a business or homeowner to remain a tenant on a piece of land until they must move to make way for a project, it's fairly uncommon that people choose to actually stick around.

"People usually want to get their business relocated," she said. "This fella preferred to stay where he is."

The unique situation of the state being landlord to a strip club is amplified by the fact that the business pays so little in rent.

Charlie Cunningham, owner of the building and the business, pays an enviable \$2,490 to the department every year. That factors out to just \$207.50 per month for renting the land.

He's paid that much since the DOT bought the land more than two decades ago, and the state has no way to hike the rent, even in tight times for Alaska's budget.

"Because the state did not feel that it was going to be a 20-plus-year wait (on the project), the folks that negotiated the contract at that time didn't include a mechanism for raising the rent," Reese said. "We have to go by our contract rules. Of course we would prefer to raise the rent if we could. ... We thought that within a few years (of buying the land) we'd be able to do the four lanes."

She emphasized that while the department owns the land, it has nothing to do with the running of the business.

Cunningham bought the building in 1972 when it was just a bar. He was 29 years old when he opened Good Time Charlies in 1974.

"Previously it had been a strip club, and I tried everything I could to get rid of the strip club image," he said. "I opened it, hired rock music bands, country western and disco."

In 1977, he started doing wet T-shirt contests at the bar, and they were so popular that the joint eventually became a strip club once again.

"I had done everything else," he said. "And everything kinda wears out down here."

But now, the future of Good Time Charlies -- which says on its website that it's the only such business for 120 miles -- is in question again.

As the DOT seeks federal funding to move ahead with the road project in the next few years -- money the department is confident it will get, Reese said -- Good Time Charlies might finally be demolished. (The estimated cost of the road project is about \$75 million.)

John Czarnezki, Soldotna's city planner, said he has worked for the city for a couple years and isn't aware of any other strip clubs closer than Anchorage, and hasn't heard interest from anyone else wanting to start one in Soldotna.

Cunningham said he probably wouldn't open another strip club in town if his closes. That's because of a rule passed more than a decade ago that he said makes it pretty tough for strip clubs to do business there.

In 2005, Soldotna [adopted an ordinance](#) that restricts strip clubs and other "adult businesses" -- including adult bookstores and adult movie theaters -- from being open past midnight.

Good Time Charlies was grandfathered in when Soldotna adopted the ordinance, and usually stays open until about 5 a.m. in the summer (and until about 2 a.m. in winter). Cunningham said it doesn't even get busy until around midnight.

He doesn't believe he'll ever retire, but thinks maybe he would open up a bar if he has to close his business. He said that over the years he has owned about a dozen other businesses, including the Alaska Riverview Lodge and Riverside House hotel.

"Soldotna has been very good to me," he said.

RELATED:

[An evening aboard the "Wild Alaskan," a Bering Sea crab boat turned strip club](#)
[State seeks hold on booze license for Anchorage strip club, cites pay violations](#)

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Meeting Materials

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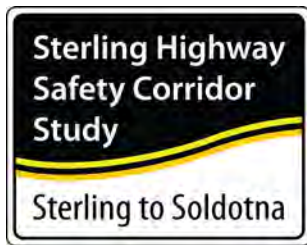
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*Anchorage Transportation Fair Sign In Sheets Available Upon Request from DOT&PF.



AKSAS Project No. 54830

FACT SHEET

Project Scope

The Alaska Department of Transportation and Public Facilities (DOT&PF) is beginning a safety enhancement study of the Sterling Highway between the City of Soldotna and the community of Sterling funded by the State of Alaska through a general fund appropriation. This segment of the Sterling Highway is one of four designated highway safety corridors in Alaska. This highway segment was designated a highway safety corridor because



of its history of higher than average incidences of serious injury and fatal crashes. The study is part of DOT&PF's continuing efforts to bring focus on improving safety within designated safety corridors and will provide direction to DOT&PF on future safety enhancement projects. A four-lane divided highway provides the greatest safety benefit by physically separating opposing lanes of traffic and is the preferred solution, though other solutions will be considered in the study.

The final result of the study will be environmental analyses, a summary of public and agency comment, a preliminary decision document outlining alternatives, and a preliminary engineering report for the preferred alternative.

We want your input!

Over the course of this study, elected and municipal officials, residents, and state and federal agencies will be queried to provide further insight into existing issues and possible solutions. Planned public meetings and listening posts will provide an opportunity to incorporate local knowledge into the study. Check the web site for dates and times.

Current Status

The first step of this project is to gather public input, prepare preliminary engineering studies and complete environmental documentation. Expect to see field crews gathering data in the project area over the summer and fall of 2013. The project team is also planning public meetings and listening posts to gather public comments relating to the project.

Project Schedule

Environmental Analysis – May 2013 – November 2013
Draft Preliminary Decision Document – February 2014
Final Preliminary Decision Document – April 2014
Preliminary Engineering Report – February 2015

For more information contact:

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E-mail: sterlinghwy@brooks-alaska.com

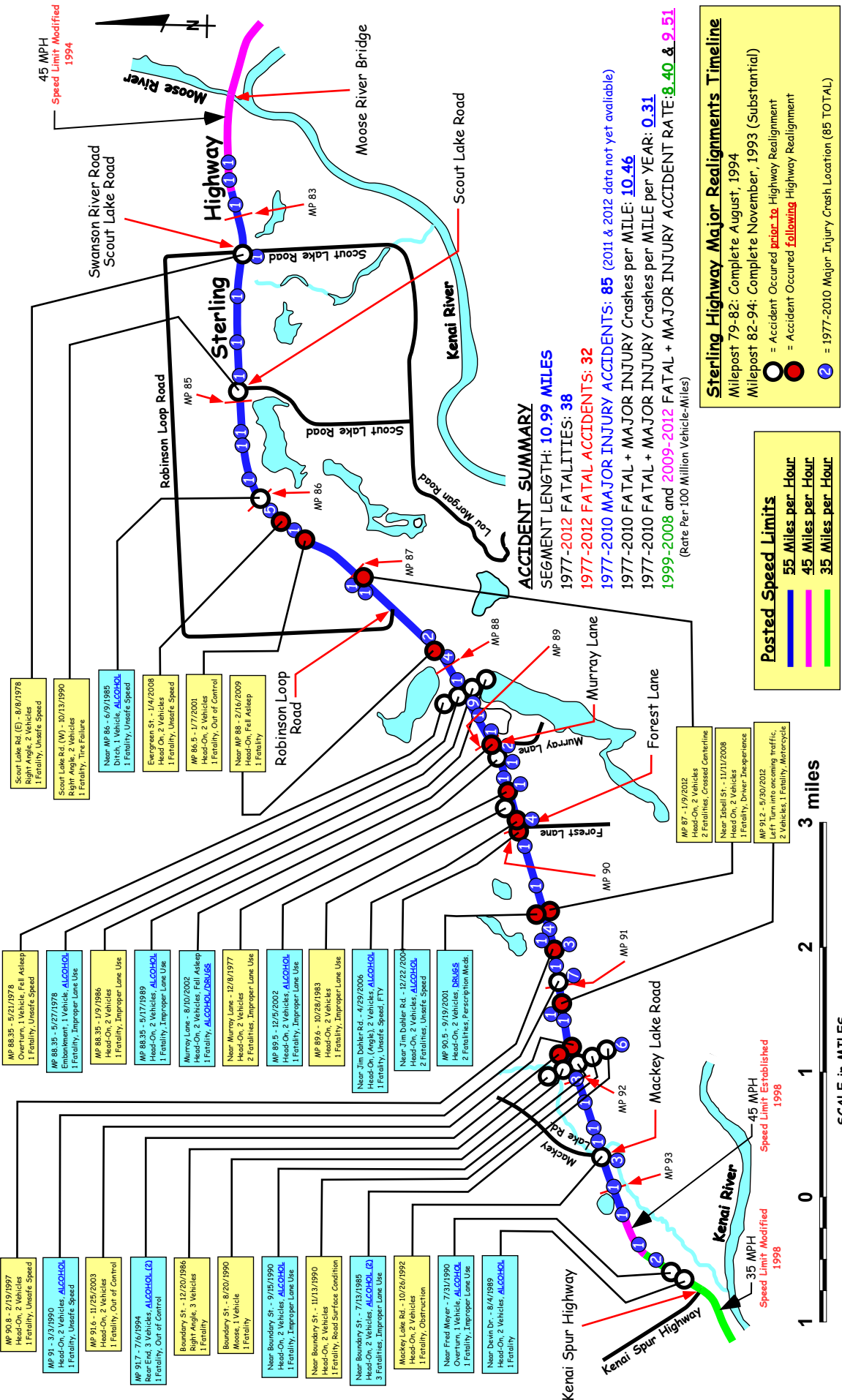


Watch for updates on the web at: www.sterlinghwy.com

Updated July 16, 2013

STERLING HIGHWAY: MOOSE RIVER (STERLING SCALEHOUSE) to KENAI SPUR ROAD (SOLDOTNA) 1977 - 2012*

FATAL & MAJOR INJURY CRASH LOCATIONS *Major Injury Crashes thru 12/31/2010



- MP 90.8 - 2/19/1997
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- MP 91 - 3/3/1990
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Unsafe Speed
- MP 91.6 - 1/25/2003
Head-On, 2 Vehicles
1 Fatality, Out of Control
- MP 91.7 - 7/6/1994
Head-On, 3 Vehicles, ALCOHOL (D)
1 Fatality, Out of Control
- Boundary St. - 12/20/1986
Right Angle, 3 Vehicles
1 Fatality
- Boundary St. - 8/20/1990
Mooses, 1 Vehicle
1 Fatality
- Near Boundary St. - 9/15/1990
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- Near Boundary St. - 11/13/1990
Head-On, 2 Vehicles
1 Fatality, Road Surface Condition
- Near Boundary St. - 7/13/1985
Head-On, 2 Vehicles, ALCOHOL (D)
3 Fatalities, Improper Lane Use
- Mackey Lake Rd. - 10/26/1992
1 Fatality, Obstruction
- Near Fred Meyer - 7/31/1990
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- Near Down Dr. - 8/4/1989
Head-On, 2 Vehicles, ALCOHOL
1 Fatality
- MP 90.5 - 9/19/2001
Head-On, 2 Vehicles, DRUGS
2 Fatalities, Prescription Meads
- Near Jim Dahlke Rd. - 7/29/2006
Head-On, (Angle), 2 Vehicles, ALCOHOL
1 Fatality, Unsafe Speed, ITV
- Near Jim Dahlke Rd. - 12/22/2000
Head-On, 2 Vehicles, ALCOHOL
2 Fatalities, Unsafe Speed
- MP 89.6 - 10/28/1983
Head-On, 2 Vehicles
1 Fatality, Improper Lane Use
- MP 89.5 - 12/9/2002
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- Near Murray Lane - 12/8/1977
Head-On, 2 Vehicles
2 Fatalities, Improper Lane Use
- Murray Lane - 9/10/2002
Head-On, 2 Vehicles, Fall Asleep
1 Fatality, ALCOHOL/DRUGS
- MP 88.38 - 5/17/1989
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- MP 88.35 - 1/9/1986
Head-On, 2 Vehicles
1 Fatality, Improper Lane Use
- MP 88.35 - 5/27/1978
Embankment, 1 Vehicle, ALCOHOL
1 Fatality, Improper Lane Use
- MP 88.35 - 5/21/1978
Head-On, 2 Vehicles, Unsafe Speed
1 Fatality, Unsafe Speed
- MP 88.35 - 5/27/1978
Embankment, 1 Vehicle, ALCOHOL
1 Fatality, Unsafe Speed
- MP 88.5 - 1/7/2001
Head-On, 2 Vehicles
1 Fatality, Out of Control
- Near MP 88 - 2/16/2009
Head-On, Fall Asleep
1 Fatality
- Near MP 86 - 6/9/1985
Ditch, 1 Vehicle, ALCOHOL
1 Fatality, Unsafe Speed
- Evergreen St. - 1/4/2008
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- Scout Lake Rd. (W) - 10/13/1990
Right Angle, 2 Vehicles
1 Fatality, Tire Failure
- Scout Lake Rd. (E) - 8/8/1978
Right Angle, 2 Vehicles
1 Fatality, Unsafe Speed

ACCIDENT SUMMARY
 SEGMENT LENGTH: 10.99 MILES
 1977-2012 FATALITIES: 38
 1977-2012 FATAL ACCIDENTS: 32
 1977-2010 MAJOR INJURY ACCIDENTS: 85 (2011 & 2012 data not yet available)
 1977-2010 FATAL + MAJOR INJURY Crashes per MILE: 10.46
 1977-2010 FATAL + MAJOR INJURY Crashes per MILE per YEAR: 0.31
 1999-2008 and 2009-2012 FATAL + MAJOR INJURY ACCIDENT RATE: 8.40 & 9.51
 (Rate Per-100 Million Vehicle-Miles)

Sterling Highway Major Realignments Timeline
 Milepost 79-82: Complete August, 1994
 Milepost 82-94: Complete November, 1993 (Substantial)

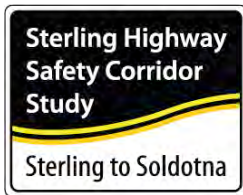
○ = Accident Occurred prior to Highway Realignment
 ● = Accident Occurred following Highway Realignment

○ = 1977-2010 Major Injury Crash Location (85 TOTAL)

Posted Speed Limits

- 55 Miles per Hour
- 45 Miles per Hour
- 35 Miles per Hour





Meeting Notes

SUBJECT: Sterling Highway Safety Corridor Study
PROJECT NO.: 54830
GROUP: Public
DATE: July 22-23, 2013
LOCATION: July 22 – Soldotna
 Fred Meyer – 8 a.m. to 12 p.m.
 Safeway – 2 p.m. to 6 p.m.
 July 23 – Sterling
 Post Office – 8 a.m. to 12 p.m.
 Community Center – 2 p.m. to 6 p.m.
MEETING OUTREACH: See Table 1. Meeting Outreach
MEETING ATTENDANCE: Approximately 150+
MEETING MATERIALS: Fact sheet, comment sheet, sign-in sheet, aerial photo, aerial photo with crash data, flip chart
STAFF PRESENT: Brooks & Associates: Anne Brooks, Camden Yehle
MEETING INFORMATION:

The purpose of these mobile meetings is to create an open public forum to talk about safety along the study corridor and solicit solutions from users. Comments will be recorded on flip charts with numbers that corresponded to map locations if applicable. People will locate the meeting by looking for the RV in the parking lot of each location with a banner on the side that says “DOT&PF Mobile Meeting.”

Comment Summary:

Comment Sources (as of 7/31/13)

Source	Total Comments
Website interactive map	35
Facebook	66
Face to face @ Listening Post	150+
Written	6
Email	6

Interim improvements suggested:

- Left turn lanes at major intersections
- Right turn lanes at major intersections
- Acceleration lanes (at Mackey Lake Road and others)
- Clear right of way for moose/vehicle collision mitigation
- Intersection lighting, keep in working order
- Remove centerline rumble strips in passing zones

Suggested alternatives to consider:

- Fit an alternative to the existing right of way [so you can build something faster]
- 3 lane – two travel lanes, center two way left turn lane
- 2 lanes with major intersection turn lanes and passing lanes where appropriate
- 5 lanes – two travel lanes each direct, center two way left turn lane (like Sterling)
- 4 lane divided with frontage/parallel routes where feasible
 - Grassy depressed median
 - Jersey barrier median where ROW narrows
- Multi-use pathway/trail – include in all alternatives to accommodate bicycles and pedestrians away from the road
- Spread traffic around, build the bridge over the Kenai to connect to Funny River Road

Long Term Improvements:

- Borough/Citizens decisions regarding development of business corridor
- Parallel routes
- Frontage roads

Problems today:

- Nothing is being done
- Too much traffic
- Speeding
- Tailgating
- Passing on right at intersections
- Lack of enforcement
 - Especially speeding and passing on the right
- Off Road Vehicles (ATVs, Snowmachines, etc.)
 - Dust caused by summer riders
 - Riders are young (8-14 mentioned)
 - Private property encroachments
 - Lack of licenses

Things to Research/Add to FAQs on the web site:

- Laws regarding passing on the right (*Alaska Drivers manual states “Do not pass 1. On the right shoulder of the highway, p38)*
- Laws regarding use of the center two way left turn lane (*Alaska Drivers manual, p39 states the center turn lane is to be used only for turning)*
- Road ownership and maintenance responsibilities – for connecting roads
- Why not just slow people down?
- Headlights On requirements – running lights or headlights?

Most interesting comments:

- “You can’t design for idiots.”
- “You don’t need to do anything”
- “This is a dip net problem, not a traffic problem”

Comments on other Kenai Peninsula projects:

Cooper Landing

- What is taking so long?
- What is the status of this project?
- This area is in desperate need of improvement

Table 1. Meeting Outreach

Date	Outreach Method
07/16/2013	Alaska Online Public Notice
07/16/2013	Email notice via Constant Contact
07/16/2013	Meeting notice to project website
07/16/2013	Online calendars: <i>Anchorage Daily News</i> , <i>Homer News</i> , <i>Peninsula Clarion</i> , <i>Redoubt Reporter</i> , City of Soldotna, City of Kenai, City of Homer
07/16/2013	Postcard Mailer to Sterling Highway mailing list that includes residents, businesses, local government and elected officials, tribal entities, utilities, and local media (3,571 total)
07/18/2013	<i>Anchorage Daily News</i> display advertising
07/18/2013	<i>Homer News</i> display advertising
07/18/2013	<i>Peninsula Clarion</i> display advertising
07/21/2013	Email reminder via Constant Contact
07/16/2013 to 07/21/2013	Facebook sponsored post/ad
07/18/2013 – 07/21/2013	Public Service Announcement sent to radio and tv stations (KDLL-FM, KFSE-FM, KKIS-FM, KSLD-AM, KSRM- AM, KWHQ-FM, KPEN-FM and KXBA-FM, GCI Cable) with a request to air between July 18 th and July 21 st
07/16/2013 and 07/22/2013	Meeting notice tweet to ADOT&PF's feed
07/16/2013 and 07/22/2013	Post on ADOT&PF Facebook page, Kenai Peninsula Borough's Facebook page, and the Kenai Peninsula Borough Planning Department's Facebook page

Documents on file:

- Fact Sheet
- Comment sheet
- Sign-in sheet
- Aerial photos with number dots
- Aerial photo crash data

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME: Sterling Highway Safety Corridor Study AKSAS Project No. 54830 **DATE:** July 22-23, 2013

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
105 ERIC DERLETH	ERIC@trialguy.com ✓ 386 HEATH PL. SOLDOTNA AK 99669	907 398-6690	M	W
Rick Needs	39428 Babbas Av. Soldotna			
John Mohoricich	mohoricich2@gmail.com ✓		M	W
Jeanne Wainwright	joswimse@alaska.net ✓	907- 262-5308	F	W
Barb Winkler	P.O. Box 1752, Soldotna AK 99669 barb@trialguy.com ✓	907 252-5371	F	W
Dale wood	Dalewood59@hotmail.com ✓	907 398-8040	M	W

3904_06 PI Does:3909_06 Meetings:3906_06 060329 Meeting:3904_06_060329 Title VI Sign-In.doc

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PROJECT NAME: Sterling Highway Safety Corridor Study AKSAS Project No. 54830 DATE: July 22-23, 2013

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Mr. Nelson	acnelson@alaska.gov	907-394 5034	M	W
Kene Rene Hert	KRENEHERTZ@GMAIL.COM	260-6630	MP	W
Jon and Bill Tappan	Tappan@alaska.net	907 260-6961	M	WS
Lee McFarland	Box 37 Soldotna 41432 Sutherland	907 262-4330	M	W
Joe Moore	38236 Lakewood Rd Sterling AK 99672	907-392 1831	M	W
Ron & Mary Homan	Joeme@alutrogo.com 51316 Equestrian Ave Kenai, AK 99611	907-283-1967	M	W
Kevin Thurman	PO Box 390 Stevens, AK 99672	230-8832	M	W
Curtis Amundson	5130 Wayila Fishhook Rd, Wasilla, AK 99654	907 376 3333	M	W
Gabriel O'Leary	gwo333@gmail.com	907 398 6615	M	
Martha Shirley	mbshirley@acsu.alaska.net	907 252-3122	F	

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
✓ Keith Dexter	kisdex@sci.net			
↑ Keith Dexter	keith@kenai Peninsula.org	398-7287	M	W
Debbie Debnam	debbie@akwed.com	398-9277	F	W
Cheryl Hammarstrom	hammar@alaska.net	262-7627	F	W
Mary-Ellea Johnson	emilme@yahoo.com	262-5944	F	W
Michael E Scott	aescott@dolosko.net	394-4431	M	W
Wayne Debnam	froggy@debnam.com	262-9277	M	
Carol M. Schuldt	cms49thstake@hotmail	262-4247	F	W
Robert Klotz	taterskilak@gmail.com	222-3861	M	W
Tim Reed	reed@alaska.net	252-0524		

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

revised: March 2005

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Daryl L. Van Dyke	35227 VAN DYKE ST	262-7930	M	W
John Allen	IDA 522@hotmail.com		M	W
Ted Forsi	PO Box 2470 Soldotna, AK - forsieng@alaska.net	998-3716	M	W
Don Douthitt	39089 M: SOUNDIST. Sterling	262-9505	M	—
Eileen Lawson	EDL@ALASKA.NET	262-6170	M	A //
Daniel Nyitrai	P.O. Box 4407 SOLDOTNA, AK 99669	262-9060	M	W
Sheeri Nyitrai	" "	" "	F	—
Carolyn A Bosek	39260 Greenfield Dr Sterling, AK 99672	262-3203	F	—
Alice Lund	Mile 77 Sterling	262-7911	F	W
Norma Bean	Box 994 Sterling	262-5524	AD	White

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
4 of 7

revised: March 2005

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
WHAKE WAHRENBERG	36720 TRUE FIR SODOTNA AK 99669	262-9037	M	W
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	RAUS@ALASKA.NET			
	GOMFJENSEN@ACSALASKA			
Robert Eeter	mobyking@alaska.com			
LARRY OPPERMAN	LARRYOPPERMAN@GMAIL.COM			
Mike Boyd	MBOYD 1454 @YAHOO.COM			
William & Shirley Dawson	shirbill@ascalaska.net	260-9708		
Kirsten Beeda	Kirsten_deeda@hotmail.com			
Axel Fohlman	helenrohlfman@yahoo.com			

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
5 of 7

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PROJECT NAME: Sterling Highway Safety Corridor Study AKSAS Project No. 54830 DATE: July 22-23, 2013





NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Eric Zuber	viekzuber@hotmail.com	260-3782	M	W
Tom Bearup	tombearup@cox.net	262-8741	M	W
Adele Bearup	tombearup@cox.net	520-560-0336	F	W
Sharon Roesch	loouchick@hotmail.com	262-6424		
Yvonne Merker	merkes2@yahoo.com	262-9811	F	W
Jeff Breakfield	jeff.breakfield@alaska.gov	398-4293	M	W
Jane Warner Tee Dee Carpenter Co.	38830 Sterling Hwy Soldotna / tee.carpenter@alaska.net	262-1377		

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 6 of 7

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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)



Andy Collins
Service Center Manager

Lynden Transport, Inc.
41306 Sterling Highway
Soldotna, AK 99669
andyc@lynden.com

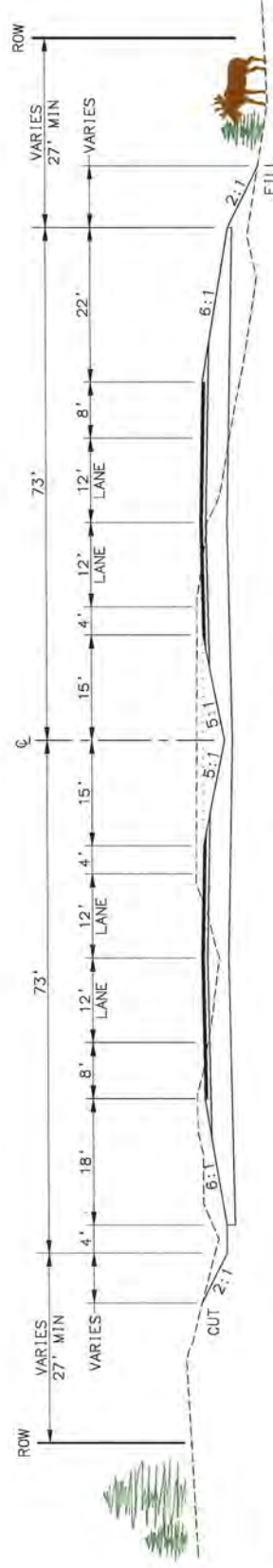
(907) 260-6500
(888) 319-6119
Mobile: (907) 301-5380
Fax: (907) 260-3363

www.lynden.com

The Lynden Family of Companies 
Innovative Transportation Solutions

Alternative A

4-lane, divided with depressed median



Pros

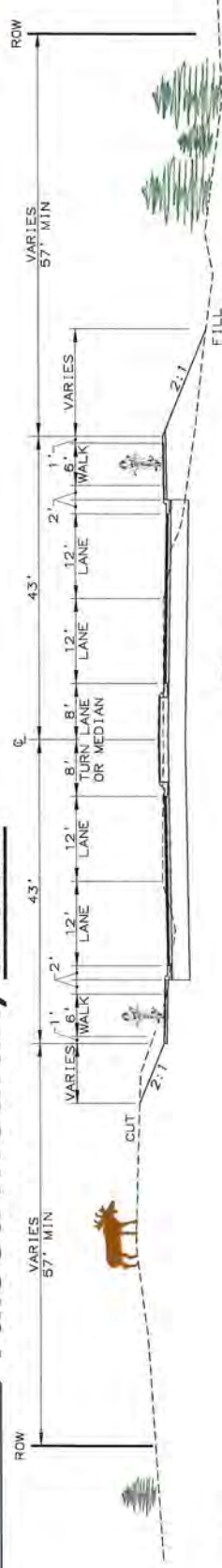
- ▶ Substantially reduces head-on crashes.
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Eliminates angle crashes at low-volume driveways where the median restricts left turns.
- ▶ High mobility.
- ▶ Increases capacity.
- ▶ Provides passing opportunities without crossing into opposing lanes of traffic.
- ▶ Easy snow removal

Cons

- ▶ Many adjacent properties will not have left turn access.
- ▶ Concentrates right-angle crashes at median openings.
- ▶ Limited space for frontage roads or trails within the existing right-of-way.

Alternative B-1

4-lane, divided with two-way left-turn lane or raised median, urban



Pros

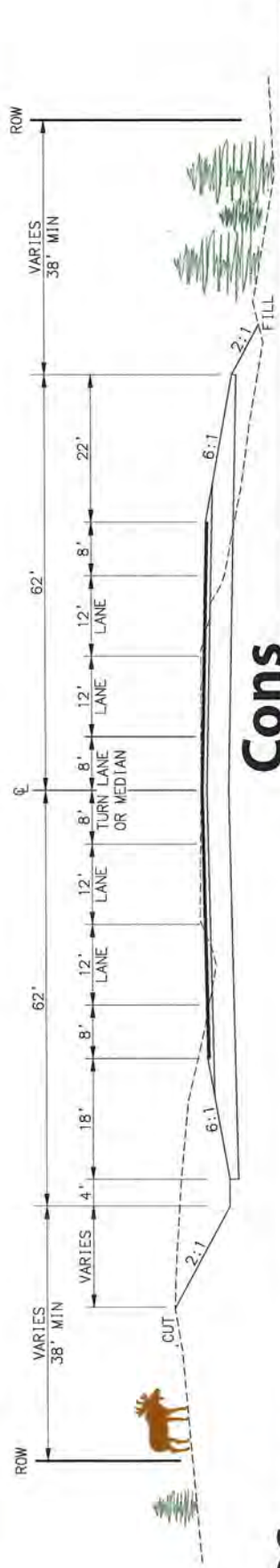
- ▶ Minimally reduces head-on crashes by separating opposing traffic (greater crash reduction for sections with raised medians).
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Reduces angle crashes at low-volume driveways where a raised median restricts left turns.
- ▶ Increased capacity, moderate increase in mobility.
- ▶ Provides passing opportunities without crossing into opposing lanes of traffic.
- ▶ Space remains within the existing right-of-way for sidewalk or trails.

Cons

- ▶ Many adjacent properties will not have left turn access (with raised median).
- ▶ Concentrates right-angle crashes at median openings for sections with the raised median.
- ▶ Increases crashes between opposing left turn vehicles (with a two-way-left-turn lane).
- ▶ Does not provide a barrier to separate opposing directions of traffic (with a two-way-left-turn lane).
- ▶ Speed limit is 25-45 miles per hour.
- ▶ More difficult snow removal.
- ▶ As traffic volumes increase, two-way left-turn lanes are replaced with raised medians for safety improvement.

Alternative B-2

4-lane, divided with two-way left-turn lane, rural



Pros

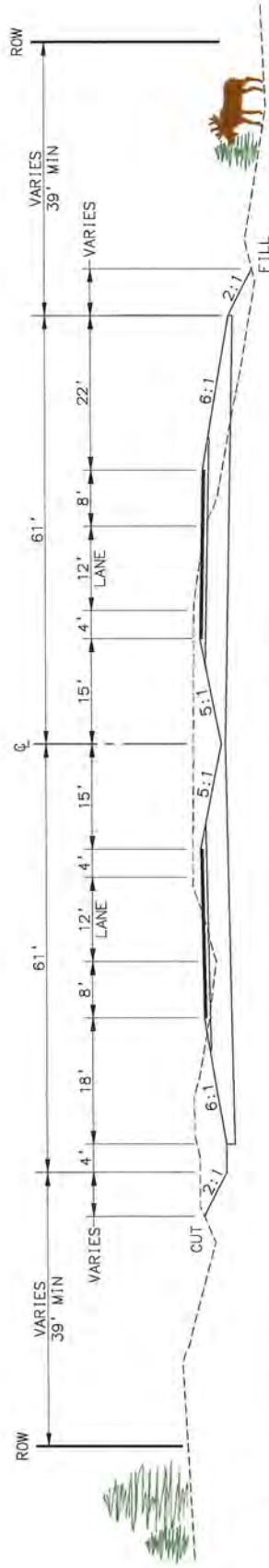
- ▶ Minimally reduces some head-on crashes by separating opposing traffic.
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Increased capacity, moderate increase in mobility.
- ▶ Provides passing opportunities without crossing into opposing lanes of traffic.
- ▶ Space remains within the existing right-of-way for frontage roads or trails.
- ▶ Improves left turn egress by allowing 2-stage turning movements (with two-way-left-turn lane).

Cons

- ▶ Increases crashes between opposing left turning vehicles in the two-way-left-turn lane.
- ▶ Not an effective head-on crash type countermeasure.
- ▶ Does not provide a barrier to separate opposing directions of traffic.
- ▶ As traffic volumes increase, angle crashes increase and become a safety issue.
- ▶ More difficult snow removal.
- ▶ Federal Highway Administration does not recommend in rural setting or at higher speeds (greater than 45 mph).

Alternative C

2-lane, divided



Pros

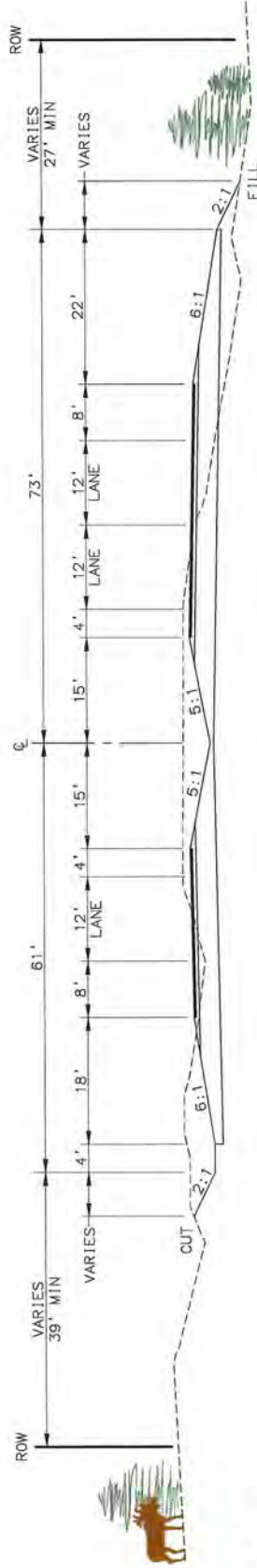
- ▶ Substantially reduces head-on crashes.
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Space remains within the existing right-of-way for frontage road or trails.
- ▶ Eliminates angle crashes at low-volume driveways where medians restrict left turns.
- ▶ High mobility.
- ▶ Easy snow removal.

Cons

- ▶ Many adjacent properties will not have left turn access.
- ▶ Concentrates right-angle crashes at median openings.
- ▶ Provides no passing opportunities.
- ▶ Does not significantly increase capacity.

Alternative D

2-lane, divided with alternating passing lanes



Pros

- ▶ Substantially reduces head-on crashes.
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Eliminates angle crashes at low-volume driveways where medians restrict left turns.
- ▶ Provides periodic passing opportunities without crossing into opposing lanes of traffic.
- ▶ Increased traffic capacity (but less than 4-lane).
- ▶ Space remains within the existing right-of-way for trails.
- ▶ Easy Snow removal.

The alternating passing lanes configuration would look like this.

2+1 Configuration

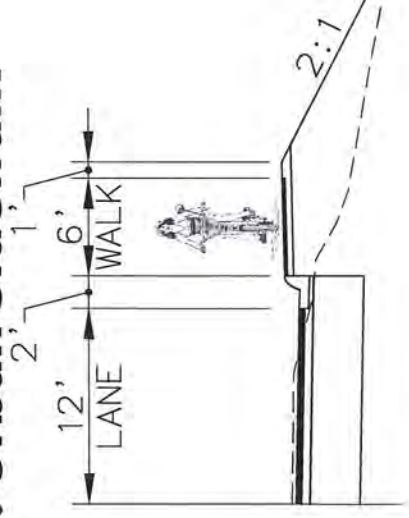


Cons

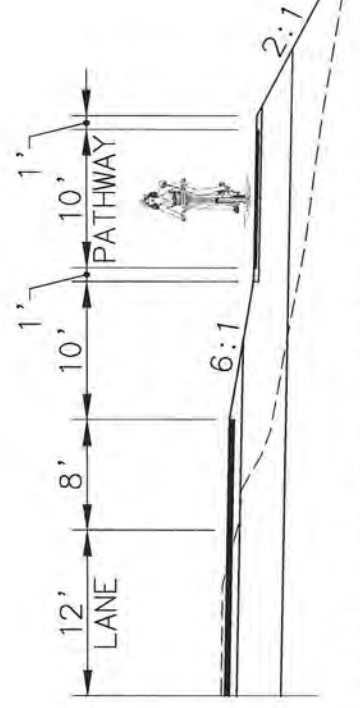
- ▶ Many adjacent properties will not have left turn access.
- ▶ Concentrates right-angle crashes at median openings.
- ▶ Increases in side swipe crashes due to numerous merges.

Alternatives for Non-Motorized Users

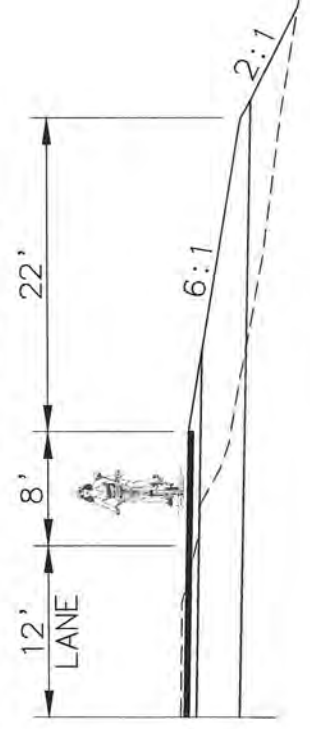
1. Urban Sidewalk



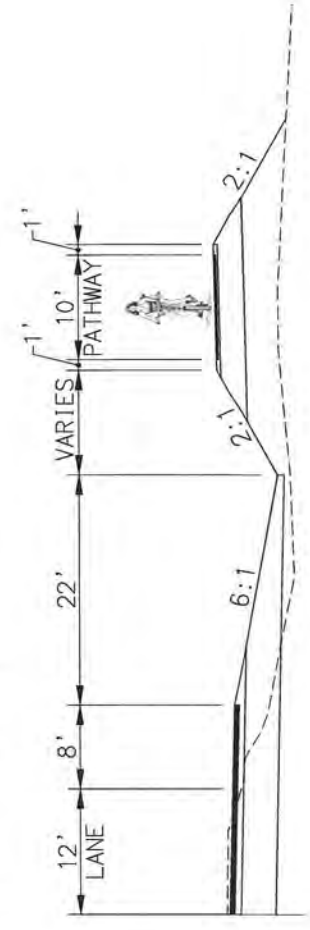
3. Multi-use Pathway, minimum separation



2. Roadway Shoulder



4. Multi-use Pathway, optimum separation

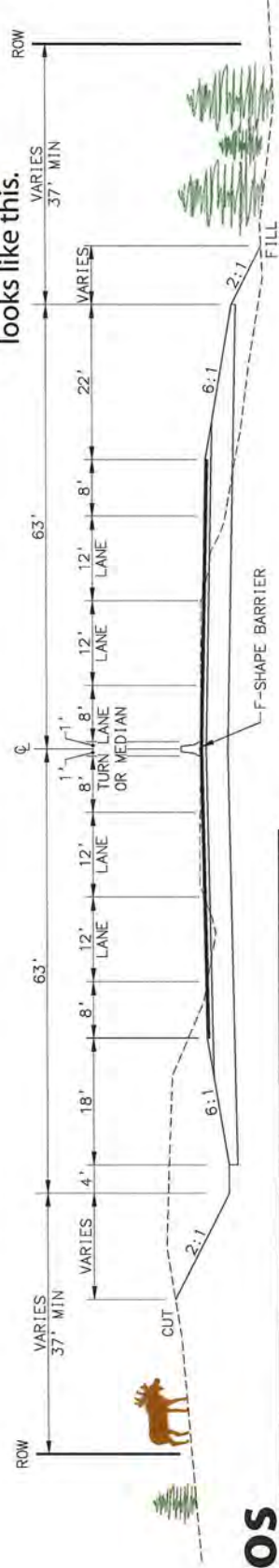


Alternative E

4-lane, divided with F-shaped barrier



An F-Shaped barrier looks like this.

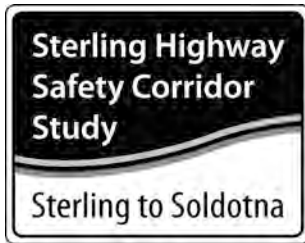


Pros

- ▶ Reduces head-on crashes.
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Eliminates angle crashes at low-volume driveways where medians restrict left turns.
- ▶ Increases capacity.
- ▶ High mobility.
- ▶ Provides passing opportunities without crossing into opposing lanes of traffic.
- ▶ Space remains within the existing right-of-way for frontage roads and trails.

Cons

- ▶ Many adjacent properties will not have left turn access.
- ▶ Concentrates right-angle crashes at median openings.
- ▶ Increases crashes with the median barrier.
- ▶ Openings for intersections require crash attenuators at the exposed ends of each median barrier.
- ▶ Increased maintenance costs due to barrier.
- ▶ More difficult snow removal.



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name	
Street Address or PO Box	
City, State, Zip	
Email	Phone

Circle the letter corresponding to your preferred design alternative.

- A.** 4-lane, divided with depressed median
- B-1.** 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2.** 4-lane, divided with two-way left-turn lane, rural
- C.** 2-lane, divided
- D.** 2-lane, divided with alternating passing lanes
- E.** 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1.** Urban Sidewalk
- 2.** Roadway Shoulder
- 3.** Multi-use Pathway, minimum separation
- 4.** Multi-use Pathway, optimum separation
- 5.** Provide non-motorized user facilities by mixing these alternatives to fit available right of way

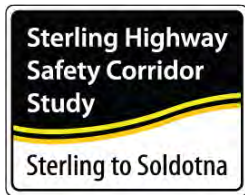
Why is this your preferred design alternative for non-motorized users?

Continue comments on the back of this sheet.

Project Website: www.sterlinahwv.com

Larger version available upon request.





Meeting Notes

SUBJECT: Sterling Highway Safety Corridor Study

PROJECT NO.: 54830

GROUP: Public

DATE: Tuesday, December 10, 2013

LOCATION: Kenai Peninsula Borough Assembly Chambers, Soldotna

MEETING OUTREACH: See Table 1. Meeting Outreach

MEETING ATTENDANCE: 60 people signed in

MEETING MATERIALS: Fact sheet, comment sheet, sign-in sheet, preliminary traffic volume graphics, preliminary alternatives graphics, preliminary alternatives for non-motorized users graphics

STAFF PRESENT: *DOT&PF:* Cynthia Ferguson, Elysia Retzlaff, Joselyn Biloon, Dan Breedon
HDL: Dennis Linnell, Heather Campfield
Kinney Engineering, LLC: Ron Martindale, Jeanne Bowie
Brooks & Associates: Anne Brooks

MEETING INFORMATION:

Folks were greeted at the door and asked to sign in. The purpose of the project was to share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna. The project team made a presentation and then had open discussion.

The following written comments were submitted on the comment form at the meeting. All emphasis is the commenter's own:

Preferred design alternative:

A. 4-lane, divided with depressed median

Preferred by thirteen people for the following reasons:

- Four lanes with turn lanes. Don't build cement walls between lanes.
- Dedicated turn lanes needed whole length of the road, not just main sections. Turn lanes most needed: Mackey Lake, Boundary, Southern Bluff, Pine, Nina Robinson, St. Theresa, Deville, Lakeview Terrace, Izzabell, and Forest Lane.
- So this road will stop killing people. Lights with turn lanes.
- Provides the most safety.
- Safety.
- Increased traffic flow. Safety with depressed median.
- Less congestion – also better traffic flow.

- Combine A and B-2. A in areas where less dense side road. B-2 in areas dense with on/off turning traffic.
- Traffic is only going to increase and that seems to be the best idea. (Sounded like it should have been done when road was worked on in years back.)
- A. Sounds like the safest way to remedy our existing problems.
B. 1 and 2 sound very expensive with not much gain.
C and D sound better than the current situation, but also like a very expensive bandage.
E. sounds like trouble to vehicles, walkers, bikers, snow machines, pets, and other small animals. It also sounds expensive.
We need an improved highway, but we really need to do it right.
- Safest, fastest; this is a primary route on and off the Kenai Peninsula for all commercial commerce, tourists and commuters.

B-1. 4-lane, divided with two-way left-turn lane or raised median, urban

Preferred by five people for the following reasons:

- Make it B-1 from Soldotna to Forest Drive and B-2 from Forest Drive to Sterling.
- Definitely need turn lanes – do not know difference between rural or urban.
- With reduced speed limit this provides safety and access. Mix is ok. No on alternative C, no 2 lanes.
- Safety.
- With 45 mph speed limit. Build B-1 between Soldotna and Lyndon Transport, and between Sterling and Elementary School. Build D between the two “urban” sections. The urban B-1 “5-lane” section should extend from Soldotna one mile past Boundary St. to accommodate the developed businesses to Lyndon Transport. The more rural stretch between the Sterling Fire Station (Swanson River Rd) and Isbell Street (near Lyndon Transport) should be #D (2-lane with alternate passing), but with planning to allow conversion to #A in the future as needed.

B-2. 4-lane, divided with two-way left-turn lane, rural

Preferred by 13 people for the following reasons:

- Able to turn anywhere – not go down the road – and do U-turn – I drive a truck – if I couldn’t turn left where I wanted to work then my end dump with a “pup” – I would have problems bad – may make 20 trips a day same place.
- Growth of community, age of drivers, more people, more room to make easier driving decisions. We have a large number of tourists that don’t know where they’re going, drive slow, stop roadside for pictures of moose, etc.
- In the summer it is very hard to actually cross traffic to get to a side road; a turning lane helps those chances.
- I believe this will be easiest to fund and pass through public opinion. This creates reactionary gaps for motorists as well as turning and passing options.
- Access.
- It’s a four lane with a turning lane, either left or right, and it gives access to homes and businesses.

- Expands traffic flow and allows for left turns on crossing roads without impeding the following traffic. Eliminates moose grazing in median i.e. A and B.
- I think that at this time I prefer B-2. I believe that most of us are most familiar with this design, and would be a good way to address traffic issues in the near future.

C. 2-lane, divided

Preferred by zero people.

D. 2-lane, divided with alternating passing lanes.

Preferred by two people for the following reason:

- Provides a steady lane of traffic but passing opportunities for those that desire it. Also provides for left-turn lane construction at main intersections.

E. 4-lane, divided with F-shaped barrier

Preferred by zero people.

Non-Motorized Alternatives

1. Urban Sidewalk – preferred by zero people.

2. Roadway Shoulder – preferred by zero people.

3. Multi-use Pathway, minimum separation

Preferred by five people for the following reasons:

- We must take into consideration ATV's and other users.
- We need a pathway to Soldotna and it would be less expensive to build than #4.
- Efficient use, lesser \$\$.

4. Multi-use Pathway, optimum separation

Preferred by 12 people for the following reasons:

- “More” is better – plan for growth, it'll cost more in the future.
- Multi-use pathway both sides of the highway.
- Four wheelers along the road are a problem with dust.
- Safety.
- Do it safe, do it right.
- The further the path is from the roadway, the better. This also allows for an option to make the pathway a more meandering path.
- The optimum separation provides safety for all users, and allows for a better experience. Remember to provide motor as in snow machine and 4-wheeler path off main highway, a path lane adjacent to the traffic lane will kill people, it needs a separation.

- Local and tourist enjoyment. Safety and distance.
- You must provide a non-motorized commuting option. Benefits of non-motorized travel include: less pollution, healthier populace, and safety of pedestrians.
- Safety concerns for casual users. Bikers and runners could use path or road shoulder.
- Safer.
- The non-motorized pathway needs to be off away from the road due to the high speeds and heavy traffic on the highway. Shoulder travel is no longer safe. A nice bike lane will provide an asset to the growing community and valuable alternative, especially for children to use.

5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Preferred by ten people

- We need a trail system from Homer to Sterling or beyond for multi-purpose use. Certainly #2 is seasonally unacceptable and the least safe or user friendly.
- May keep right of way cost down – easier maintenance.
- It would be nice to continue the theme created on the Kenai Spur Highway.
- Multi-use, or provide separate non-motorized facilities alternative.
- I really want some form of path for non-motorized users. I am afraid the other alternatives are too costly; therefore we would get nothing. This seems like a viable option.
- Safety and cost containment.
- If it's mandated to have non-motorized pavement, #5 makes the most sense. Less impact on property rights.
- #1 is fine near Sterling Elementary
#2 is awful, considering that drivers use the shoulder for passing – often without reducing their speed.
#3 and #4 are inadequate because they lack flexibility.
#5 is the most reasonable alternative.
Accommodating non-motorized uses is extremely important, in my opinion.
- I don't use non-motorized corridors. Other than a shoulder for disabled cars to pull off to change a tire, etc.; I don't care if there are any.

Other written comments received at the meeting regarded several key topics. These key topics are listed below with the individual comments underneath. All emphasis is the commenter's own:

Lighting:

- WE NEED LIGHTS ON THE ROAD! (PLEASE) at minimum, lights at intersecting roads to Sterling Highway. Thanks.
- Lighting the entire corridor is essential (streetlights).
- Lights need to be added. Can we slow down speed limit?
- Illuminate major turn streets with streetlights. This stretch of road is a concern for all drivers, no visibility at night, to see moose crossing the road. Also no turn lane creates dangerous circumstance. Cars hit in mid crossing/turning, sudden stops cause

multi-car pileup and fatalities due to no separate safe turn lane. Non-visible parts of the road give no warning to coming vehicles that a stop is ahead. With teenage children this stretch of highway deeply concerns us.

- Serious consideration to lighting portions or all of the corridor would be nice. An alternative route for those that live on and use Makey Lake Road is essential to any project along this corridor.
- I strongly oppose lighting the entire highway! Illuminate only intersections.
- I would recommend a lighted road.

Intersection design:

- It would be worth considering a couple stoplights at the major crossroads on the Sterling Highway. Don't go crazy with them though. It would also give "lulls" in the traffic for people on other side roads to get onto the highway during the summer fishing frenzy.
- Slow traffic to 45 mph. Controlled intersections at Mackey Lake, Forest, Scout Lake, Robinson Loop, and Swanson River (traffic lights).
- Roadside lighting all the way. Reflective painted lines, roadside edges and centerline. Truck lane needed.
- I would like a light or some controlled access for St. Theresa Road. This intersection is very dangerous, mostly in morning.
- Light at Forest/Highway intersection. Take down the hill coming from Sterling at the Forest intersection – visibility of cars hard to see. Lower the speed limit. It is already a challenge to cross the highway, but having a four-lane highway would be impossible to get on the highway from many crossing roads (toward Soldotna) from St. Theresa Camp, Forest, Robinson Loop, etc.
- I believe you should install/incorporate roundabouts at busy intersections instead of traffic lights and build underpasses for pedestrians and wildlife.
- The commercial business on the south side of the highway need the summer left-turn traffic customers to survive. The location of intersections should try to optimize serving the businesses. Stoplight is badly needed at the Mackey Lake Road intersection and major intersections should have some lighting. Get the school buses to pull off the highway – not stop on the highway.

Enforcement:

- More and stricter enforcement: 1) passing on the right, 2) driving without headlights on, and 3) no LED lights allowed!

Cross-section:

- No raised cement guard in between lanes, very dangerous with snowfall.
- If money is an issue – I will be happy with any design as long as it has felt turn lanes and a non-motorized path.
- A greenway overpass or underpass would be fantastic – but at least provide crossing options for non-motorized travel. Especially in school zones – bikeways and underpass crossing of the highway. Pullouts for school buses.

Complements:

- Thank you for your work, dedication, and creativity.
- I appreciate the opportunity to comment at this point in the process.
- It's a beginning! Lanes people and we need more lights. ☺
- Thanks for coming to our town. This upgrade is needed. Please keep this project money to fund construction of a four-lane road as intended back in early 80's. The left turn folks need their own lane. The current two-lane highway only carries the volume out towards Sterling. It's time to deal with these volumes from Longmere to Soldotna. The pathway is very important to the community, especially if this is a build alternative through 2040. We are more than "fish" in this area; we deserve both a traffic vehicle and a non-motor use.
- Thanks for addressing the Jim Dahler/Forrest Lane issue before the entire project.
- Thank you for coming and doing the presentation last week.
- While I feel that opinions from the public should be part of this process, they should not either stall or diminish the necessary re-design/construction on the Sterling Highway between Sterling and Soldotna.

Other suggestions:

- Come have a meeting at the Sterling Community Center in Sterling.
- Look at weigh station access – make safer

The following comments were received by phone or email within ten days of the meeting. Team responses are in italics:

- I was one of the people that spoke to you at the Soldotna Fred Meyer. I have a business on the Sterling Hwy at about Mile 93.5 (a law office). I will be in trial when you hold this meeting, so I likely won't be able to attend. Can you let me know any of your preliminary findings? Thank you very much.
- We reside on Jim Dahler road and are unable to attend your meeting on December 10th. We appreciate the efforts that are being made to improve our deadly intersection. Not a day goes by that I don't worry about something happening at this intersection to someone I love. Just yesterday I was turning left onto Jim Dahler coming from Soldotna and at the same time someone coming from Sterling was turning left on to Forrest. The cars behind us (as usual) passed us both on the right going full speed which would have been deadly had one of us turned on to our prospective roads. I have 2 new teenage drivers in my household. I can't even begin to tell you how terribly afraid I am for them at this intersection. I've been almost rear-ended numerous times because people simply will not slow down or they are too distracted to notice my stopped vehicle. As a seasoned driver, I can sometimes do something to avoid a problem. A 15 or 16 year old does not have this wherewithal. I'm scared! Again, thanks for trying to help. I'm sure there is no full proof solution to this problem but I am hoping something will be done soon. It is my hope that there

will be more than warning signs placed alongside the road. Too many people are too busy and distracted to read these signs. Ideally, I would like to see a turning lane at this intersection, no passing zones and a lower speed limit that would be enforced. If there is information from the December 10th meeting that you can share, we would greatly appreciate it. Thank you again for your efforts. *Thanks for taking the time to provide comments. They are very informative. We intend to put the meeting materials on the web site for anyone to view. We'll send another email notice to let you know when they are available.*

- Hi -- I live in the Copper Valley. Just saw your "Safety Corridor" notice come through on my email.

Wow, that's what we need up here. But instead, we just had a bad stretch of road moved up in speed -- to 65 mph -- as a result of public meetings in which studious outsiders asked, "Do you think you could safely drive at 65 mph?" And it was like asking a bunch of drunks at a bar if they thought they could stagger out into the snow and drive home. The answer was, Yes, of course!

Only a short way into this new speed, it hasn't turned out so well. See the attached story in the news section.

Good luck in trying to make your deadly highway down there between Sterling and Soldotna "safe." If it doesn't work out, at least you're near a hospital -- not like us! *Thanks for your note. I'll pass on to the DOT&PF's Central Region traffic folks.*

- I received a call this morning from an area stakeholder. He and his wife are leaving for the winter and will miss our public meeting. He wanted to express his preference for a 5-lane highway like the one in Sterling. His primary reason was the 5-lane alternative provided opportunities for passing. He feels that driver impatience is a problem and people take risks when passing. He also wants to see things get done. He felt that in the past plans were in place and we spent a lot of time studying when we should be doing. He suggested we get information from the team who recently had meetings on the Kenai Spur Highway project. He thought the issues would be similar on the Sterling as they are on the Kenai Spur. He felt that any improvements, if phased, should begin in Soldotna because it is the population center. He said that he thinks the Sterling is busy and all times of the year and encouraged us to visit to see for ourselves. He feels that experience is the best teacher. I explained that we would have the meeting materials on the project web site and will be sending notice to folks when the materials are available. He said he would view the information and provide comments.
- One commenter thanked the team for the reminder email about the meeting.
- Two commenters expressed regret that they could not attend the meeting and were directed to the website for meeting materials.

Table 1. Meeting Outreach

Date	Outreach Method
12/02/2013	Alaska Online Public Notice and DOT&PF calendar
12/02/2013 and 12/09/2013	Email notice and reminder via Constant Contact
11/27/2013	Meeting notice to project website
11/27/2013	Postcard Mailer to Sterling Highway mailing list that includes residents, businesses, local government and elected officials, tribal entities, utilities, and local media (3,571 total)
12/03/2013, 12/06/2013, and 12/09/2013	<i>Peninsula Clarion</i> display advertising
12/03/2013	Public Service Announcement request sent to local radio and television stations: KDLL-FM, KFSE-FM, KKIS-FM, KSLD-AM, KSRM- AM, KWHQ-FM, KPEN-FM and KXBA-FM, GCI Cable

Documents on file:

- Fact Sheet
- Comment sheet
- Sign-in sheet
- Meeting graphics (Traffic Volume, preliminary roadway alternatives, and non-motorized alternatives)

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**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME: Sterling Highway Safety Corridor Study AKSAS Project No. 54830 DATE: December 10, 2013

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3904.06 PI Docs:3909.06 Meetings:3906.06 060329 Meeting:3904.06_060329 Title VI Sign-In.doc

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
I of 7

revised: March 2005

2012/12/10 Scanned Sign: ~ 1/2

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PROJECT NAME: Sterling Highway Safety Corridor Study AKSAS Project No. 54830 DATE: December 10, 2013

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3 of 7

revised: March 2005

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5 of 7

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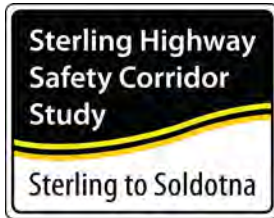
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Sterling Highway Safety Corridor Study *Sterling to Soldotna* AKSAS Project No. 54830



FACT SHEET – Project Information

Project Scope

The Alaska Department of Transportation and Public Facilities (DOT&PF) Sterling Highway Safety Corridor Study project is located in the Kenai Peninsula Borough between the City of Soldotna and the community of Sterling. The purpose of the project is to address the safety concerns that led to a Highway Safety Corridor designation on this section of the Sterling Highway. A high number of fatal and major injury crashes and an over-capacity roadway during the peak fishing season contribute to the safety concerns.



The final result of the project will be environmental impact documentation, a summary of public and agency outreach, a preliminary decision document of alternatives, and preliminary engineering for the preferred alternative.

The project is being funded by the State of Alaska through a general fund appropriation.

Current Status

The project team held listening posts in July 2013 in Soldotna and Sterling to get public insight in current issues and possible solutions. Field crews gathered data in the project area over the summer and fall of 2013. Environmental technical memos were prepared late fall 2013. The team considered public comments and data gathered, and developed 5 alternatives for evaluation. These alternatives were presented in December 2013 and again the project team requested feedback from residents, elected and municipal officials, and state and federal agencies. The alternatives were evaluated for safety, capacity, mobility, engineering constraints, maintenance and operations, land use, environmental resources, pedestrian and bicycle accommodations, and cost. See Table 1.

Next Steps

The next steps are finalizing the Preliminary Decision Document and beginning on the Preliminary Engineering for the preferred alternative.

Project Schedule

- Environmental Analysis – May 2013 – October 2013
- Draft Preliminary Decision Document – June 2014
- Final Preliminary Decision Document – July 2014
- Preliminary Engineering Report – February 2015
- Construction: 2018*

*Depends on many factors including the availability of funding

Table 1. Summary and Comparison of Alternatives Evaluation

Criteria	Alternatives					
	No-Action	A	B	C	D	E
Safety	✓	✓	✓	✓	✓	✓
Capacity	✓	✓	✓	✓	✓	✓
Mobility	✓	✓	✓	✓	✓	✓
Engineering	✓	✓	✓	✓	✓	✓
Maintenance and Operations	✓	✓	✓	✓	✓	✓
Land Use	✓	✓	✓	✓	✓	✓
Environmental Resources	✓	✓	✓	✓	✓	✓
Pedestrian and Bicycle Accommodation	✓	✓	✓	✓	✓	✓
Cost	✓	✓	✓	✓	✓	✓

✓ = Most Favorable ✓ = Less Favorable ✓ = Least Favorable

Alternative A – 4-lane, Divided with Depressed Median

Alternative B – 4-lane, Divided with Two-Way Left-Turn Lane

Alternative C – 2-lane, Divided with Depressed Median

Alternative D – 2-lane, Divided with Depressed Median with Alternating Passing Lanes

Alternative E – 4-lane, Divided with F-Shaped Barrier

Alternative A best meets the preliminary purpose and need of improving safety, capacity, and mobility of the highway, and is the preferred alternative to be carried forward to preliminary design.

Alternative B would improve the capacity of the highway. Although it would improve the safety and mobility of the highway slightly, it ranks least favorable for these criteria. Alternative B is not recommended for the entire corridor, but may be considered during preliminary design for isolated locations with significant density of commercial access that cannot be accommodated with frontage/backage roads.

Alternatives C and D do not meet the preliminary purpose and need, and are not recommended to be carried forward to preliminary design.

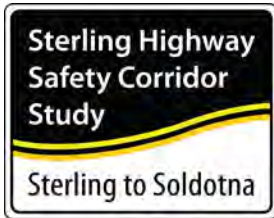
Alternative E meets the preliminary purpose and need of improving safety, capacity, and mobility of the highway. The F-shape barrier lesser the safety benefit, increases the maintenance and operations, and has the highest cost. Alternative E is not recommended for the entire corridor, but may be considered during preliminary design for isolated locations where less widening proves cost effective.

For more information contact:

Anne Brooks, P.E. Public Involvement Coordinator
 Brooks & Associates
 Toll Free Phone: 866-535-1877
 E-mail: comments.brooksalaska@gmail.com

Watch for updates on the web at: www.sterlinghwy.com

Updated June 19, 2014



FACT SHEET – Crash and Congestion

Traffic Safety Corridor Designation

Traffic Safety Corridors were authorized by the Alaska Legislature and signed into law in May 2006. The Sterling Highway segment between Sterling and Soldotna was identified as one of five traffic safety corridor candidates based on crash severity and minimum crash thresholds developed by DOT&PF to identify roadway segments to receive traffic safety corridor consideration. This traffic safety corridor was officially designated in June 2009.

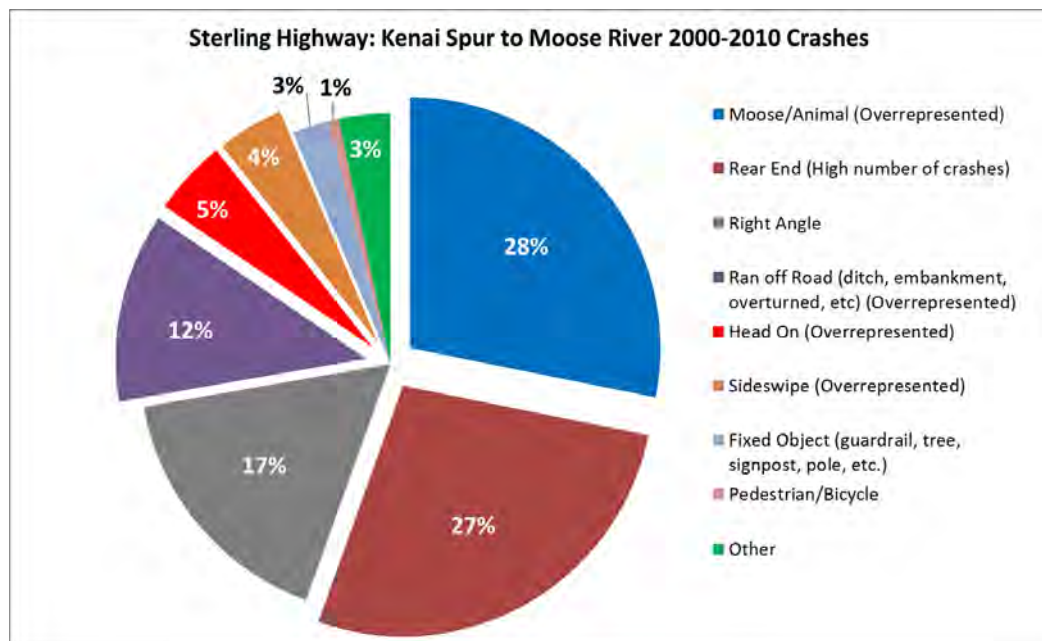
A traffic safety corridor designation is an indication of the higher crash rates and crash severity experienced in these areas. Like “Work Zones,” the traffic offenses committed within these designated corridors come with double fines from law enforcement. The offense of passing within a no passing zone also comes with it the penalty of two additional points against a motorists’ license when it is committed inside a safety zone. This designation is intended as an interim solution until roadway improvements can be made to address the safety problems while reducing congestion, and increasing travel efficiency on this corridor.

Crash Statistics: Moose River Bridge to Kenai Spur Highway, 2000 to 2010

There were 721 crashes on the Sterling Highway between Kenai Spur Highway and the Moose River Bridge from 2000-2010. 579 of these crashes occurred on the two-way two-lane portion between Fred Meyer and the Sterling weigh station.

Crash Rates and Crash Severity

Overall highway segment crash rates are higher than average for rural two-lane highways in Alaska and fatal crashes (nearly all head-on) are more here than what we find on “typical” highways of this type.



Between 2000 and 2012

- There were a total of 12 fatal crashes resulting in 16 deaths on the Sterling Highway. 10 of these crashes and 13 of the deaths occurred between Boundary Street and Evergreen Street.

- There were 24 major injury crashes resulting in 39 major injuries on the Sterling Highway requiring hospitalization.
- The Sterling Highway average annual Fatal Accident Rate (fatalities per 100,000,000 vehicle-miles) was 3.28 which is considerably higher than the Statewide Fatal Accident Rate (1.60) and the National Fatal Accident Rate (1.37).

Crash Mitigation Strategies for frequently occurring crashes

The following crash types are over-represented or high in the Sterling Highway Safety Corridor Study area.

Head-On Crashes

Mitigation Strategies:

- Install depressed median to provide separation between opposing traffic.
- Install median barrier (concrete, metal, etc.) to achieve physical separation.
- Install centerline rumble strips to provide audible warning of encroachments into the opposing lane such as those currently present on Sterling Highway).

Rear End and Sideswipe Crashes

Mitigation Strategies:

- Install left-turn or right-turn lanes to separate slower speed turning traffic from higher speed thru traffic.
- Improve advance intersection signing to warn motorists of upcoming intersections.
- Consolidate access points to reduce the number of turning locations, thus reducing the potential for conflicts.

Moose-Vehicle Crashes (80% occurred at night)

Mitigation Strategies:

- Install highway lighting to address moose crashes that occur at night.
- Fencing could address moose crashes; however, this option is only effective where there are few access points to highway, which is not the case for the Sterling Highway.

Run off Road Crashes

Mitigation Strategies:

- Install Rumble Strips on shoulders (currently present on Sterling Highway)
- Widen shoulder and/or travel lane (currently present on Sterling Highway)
- Flatten side slopes (side slopes are currently 4:1 or flatter except for areas with guardrail). Note that this may not prevent the run-off-road event, but would make the crash less severe by allowing the driver to regain control and preventing roll-overs).
- Install additional lighting to supplement the existing lighting at channelized intersections.

What happens to crash rates if we do nothing?

If no changes are made to the Sterling Highway, crashes are expected to continue to rise – with 22% more crashes per year between 2031 and 2040 than there were between 2000 and 2010 based on detailed modeling of the current roadway horizontal and vertical alignment, historical crash data and other geometric information. The current distribution of severity is not expected to change, so the number of major injury and fatalities would continue to rise.

For more information contact:

Anne Brooks, P.E. Public Involvement Coordinator

Brooks & Associates

Toll Free Phone: 866-535-1877

E-mail: mycomments@brooks-alaska.com

Watch for updates on the web at: www.sterlinghwy.com

Updated June 19, 2014

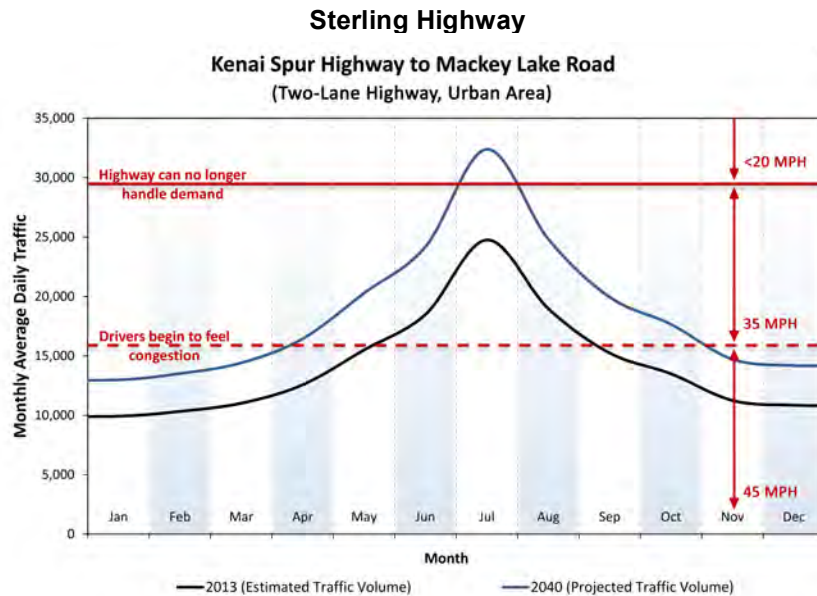
FACT SHEET – Volumes, Function and Speed

Traffic engineers design roads based on the current and projected number of vehicles using the road. In addition, traffic engineers consider the function of the road, i.e., is the road used for mostly for access to subdivisions or as a means of travel between communities – to get between Homer and Anchorage for example.

Traffic Volumes

Analysis of historical traffic volumes on the Sterling Highway, local and area historical population, and forecasted population growth resulted in a predicted traffic growth rate on this corridor of 1% per year, or a 30% increase in traffic volumes by 2040.

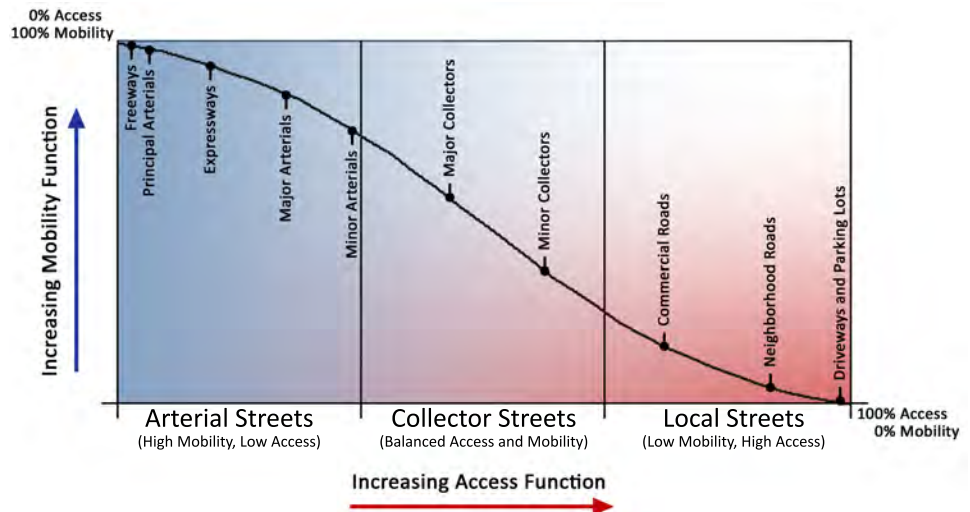
Seasonal traffic volumes on the Sterling Highway are characterized by sharp increases in traffic during the summer months.



Roadway Function

The Sterling Highway is classified as a National Highway System interstate principal arterial route.

The primary function associated with interstate principal arterials is the movement of goods and services with limited, safe, access. Principal arterials are intended to serve corridor movements having longer trip lengths. From experience, we know that routes with a high degree of direct access greatly diminish mobility and safety for a corridor. As such, direct access to



adjacent land uses on this interstate should be controlled, although access cannot be eliminated because there are no other accesses in many areas.

Some of the strategies that are successful in preserving mobility and controlling access conflicts include:

- Consolidating driveways and streets;
- Adding frontage roads; and
- Limiting driveway and minor street access points to right-in and right-out movements only (requiring some out of direction travel).

Speed Study Results

Speed studies taken at several locations along the Sterling Highway between Sterling and Soldotna show that the majority of drivers are adhering to the existing 55 MPH posted speed limit, reducing their speed as they approach the more urbanized environment in Soldotna.

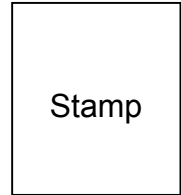
For more information contact:

Anne Brooks, P.E. Public Involvement Coordinator
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Toll Free Phone: 866-535-1877
E-mail: mycomments@brooks-alaska.com

Watch for updates on the web at: www.sterlinghwy.com

Updated June 19, 2014

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



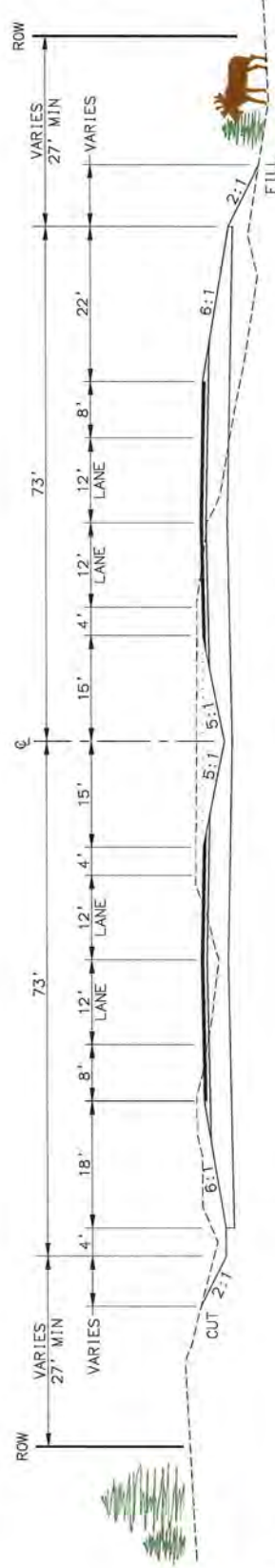
Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

(To mail, fold here, tape lower edge, and affix first class stamp)

Comments continued:

Alternative A

4-lane, divided with depressed median



Pros

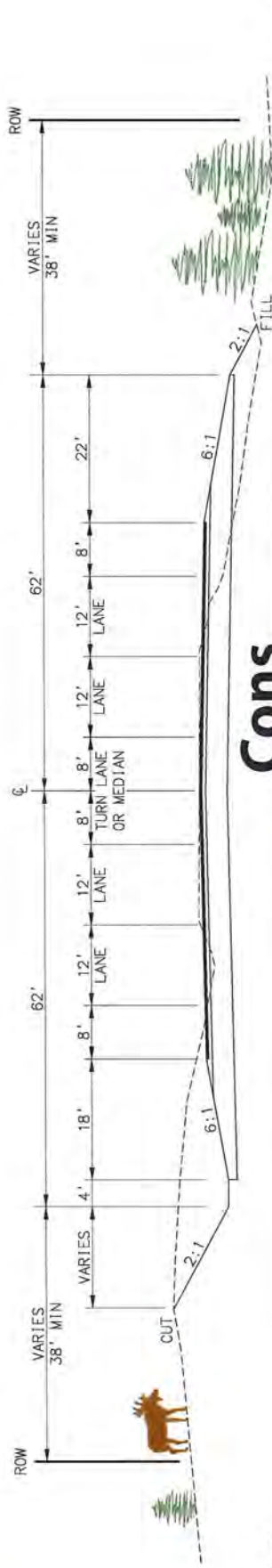
- ▶ Substantially reduces head-on crashes.
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Eliminates angle crashes at low-volume driveways where the median restricts left turns.
- ▶ High mobility.
- ▶ Increases capacity.
- ▶ Provides passing opportunities without crossing into opposing lanes of traffic.
- ▶ Easy snow removal

Cons

- ▶ Many adjacent properties will not have left turn access.
- ▶ Concentrates right-angle crashes at median openings.
- ▶ Limited space for frontage roads or trails within the existing right-of-way.

Alternative B

4-lane, divided with two-way left-turn lane



Pros

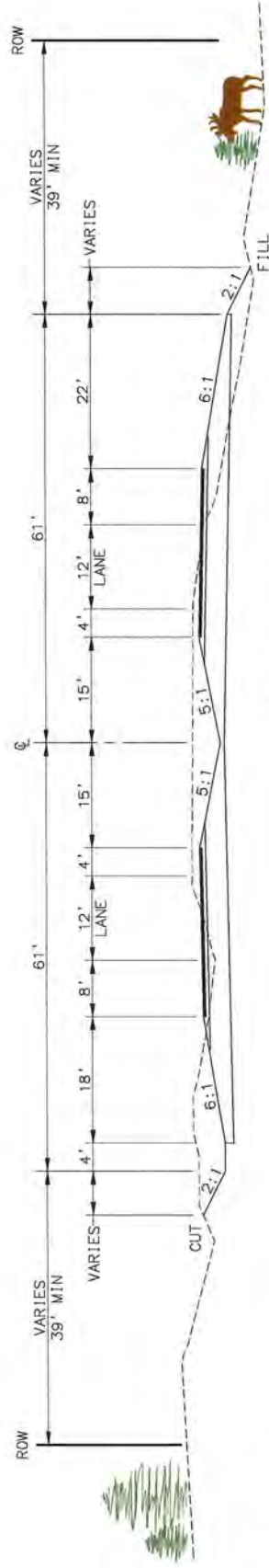
- ▶ Minimally reduces some head-on crashes by separating opposing traffic.
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Increased capacity, moderate increase in mobility.
- ▶ Provides passing opportunities without crossing into opposing lanes of traffic.
- ▶ Space remains within the existing right-of-way for frontage roads or trails.

Cons

- ▶ Increases crashes between opposing left turning vehicles in the two-way-left-turn lane.
- ▶ Not an effective head-on crash type countermeasure.
- ▶ Does not provide a barrier to separate opposing directions of traffic.
- ▶ As traffic volumes increase, angle crashes increase and become a safety issue.
- ▶ More difficult snow removal.
- ▶ Federal Highway Administration does not recommend in rural setting or at higher speeds (greater than 45 mph).

Alternative C

2-lane, divided



Pros

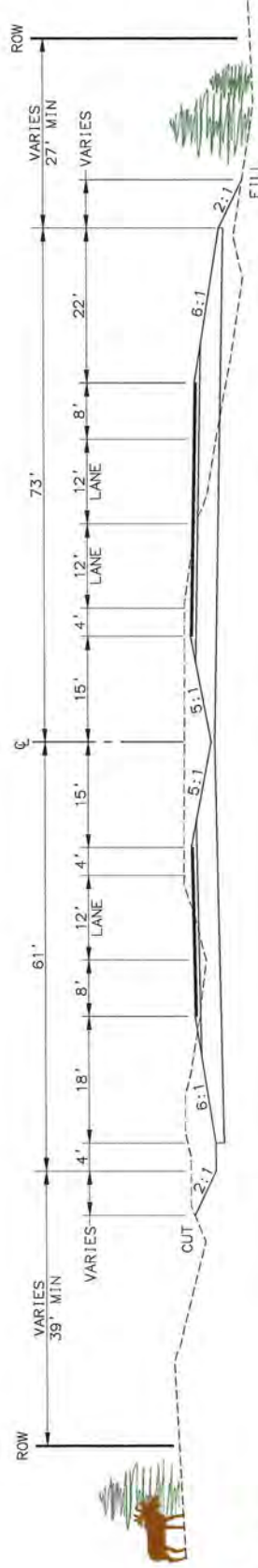
- ▶ Substantially reduces head-on crashes.
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Space remains within the existing right-of-way for frontage road or trails.
- ▶ Eliminates angle crashes at low-volume driveways where medians restrict left turns.
- ▶ High mobility.
- ▶ Easy snow removal.

Cons

- ▶ Many adjacent properties will not have left turn access.
- ▶ Concentrates right-angle crashes at median openings.
- ▶ Provides no passing opportunities.
- ▶ Does not significantly increase capacity.

Alternative D

2-lane, divided with alternating passing lanes



Pros

- ▶ Substantially reduces head-on crashes.
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Eliminates angle crashes at low-volume driveways where medians restrict left turns.
- ▶ Provides periodic passing opportunities without crossing into opposing lanes of traffic.
- ▶ Increased traffic capacity (but less than 4-lane).
- ▶ Space remains within the existing right-of-way for trails.
- ▶ Easy Snow removal.

The alternating passing lanes

configuration would look like this.



Cons

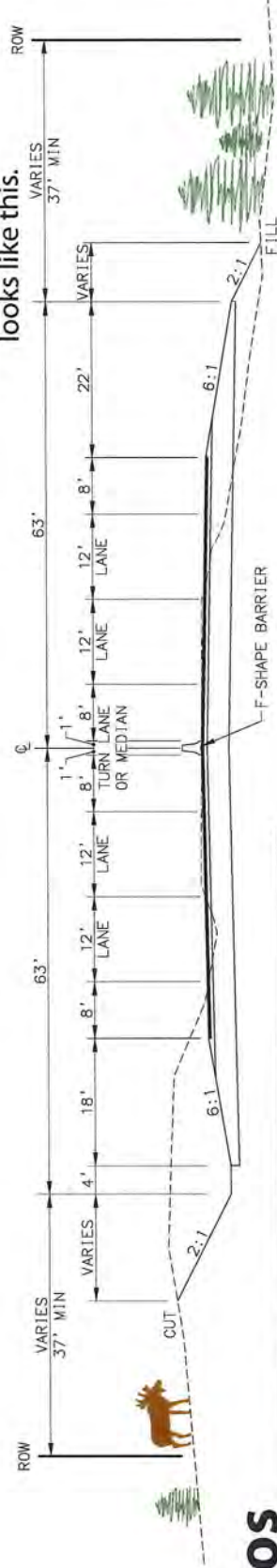
- ▶ Many adjacent properties will not have left turn access.
- ▶ Concentrates right-angle crashes at median openings.
- ▶ Increases in side swipe crashes due to numerous merges.

Alternative E

4-lane, divided with F-shaped barrier



An F-Shaped barrier looks like this.



Pros

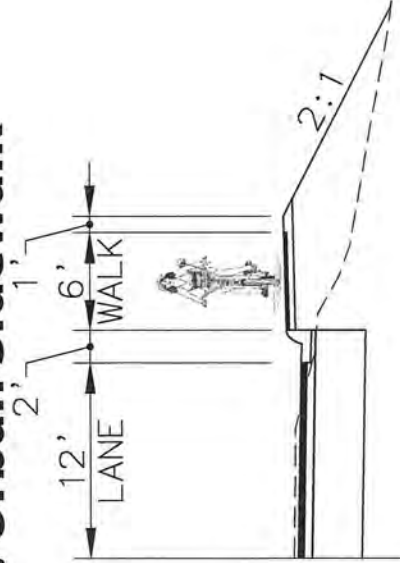
- ▶ Reduces head-on crashes.
- ▶ Reduces rear-end crashes by providing left-turn lanes.
- ▶ Eliminates angle crashes at low-volume driveways where medians restrict left turns.
- ▶ Increases capacity.
- ▶ High mobility.
- ▶ Provides passing opportunities without crossing into opposing lanes of traffic.
- ▶ Space remains within the existing right-of-way for frontage roads and trails.

Cons

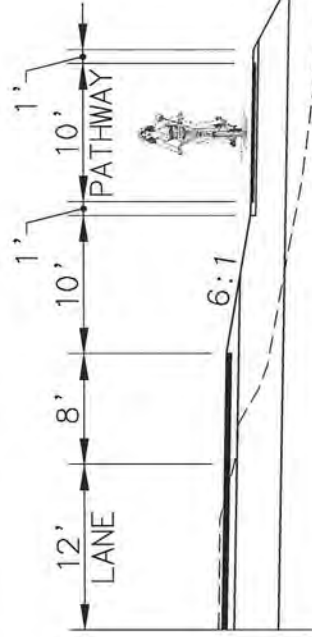
- ▶ Many adjacent properties will not have left turn access.
- ▶ Concentrates right-angle crashes at median openings.
- ▶ Increases crashes with the median barrier.
- ▶ Openings for intersections require crash attenuators at the exposed ends of each median barrier.
- ▶ Increased maintenance costs due to barrier.
- ▶ More difficult snow removal.

Alternatives for Non-Motorized Users

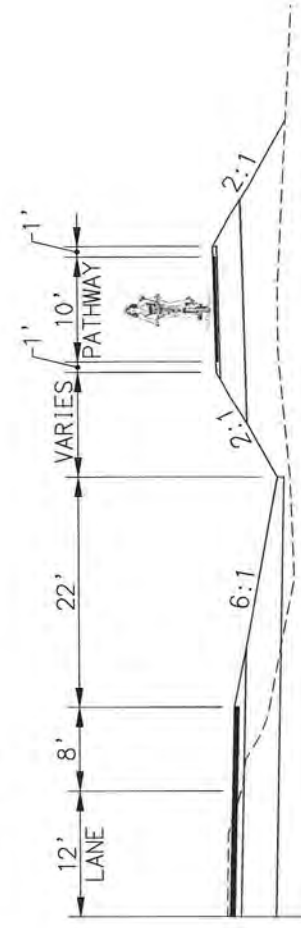
1. Urban Sidewalk



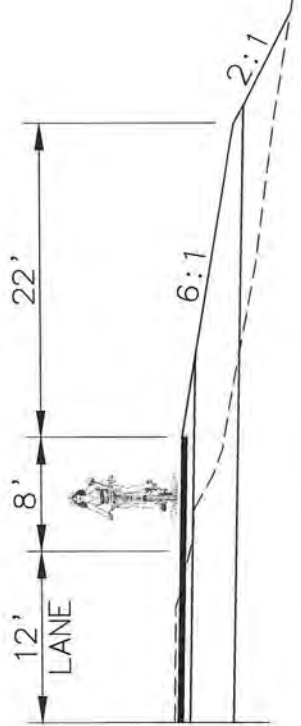
3. Multi-use Pathway, minimum separation

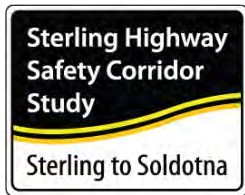


4. Multi-use Pathway, optimum separation



2. Roadway Shoulder





Meeting Notes

SUBJECT:	Sterling Highway Safety Corridor Study
PROJECT NO.:	54830
GROUP:	Public
DATE:	Tuesday, Wednesday, June 24, 25, 2014
LOCATION:	June 24, 2014 - Kenai Peninsula Borough Assembly Chambers, Soldotna, 4 p.m. to 7 p.m. June 25, 2014 – Sterling Community Club, 6:30 p.m. to 8:30 p.m.
MEETING OUTREACH:	See Table 1. Meeting Outreach
MEETING ATTENDANCE:	32 people signed in at the Soldotna meeting 28 signed in at the Sterling meeting
MEETING MATERIALS:	Fact sheet, comment sheet, sign-in sheet, informational boards about alternatives, traffic volumes, and non-motorized use, corridor maps with crash data, environmental data, and conceptual locations of median breaks
STAFF PRESENT:	<i>DOT&PF:</i> Cynthia Ferguson, Ken Morton (Soldotna meeting only), Jennifer Witt (Soldotna meeting only) <i>HDL:</i> Dennis Linnell, Heather Campfield <i>Kinney Engineering, LLC:</i> Ron Martindale, Jeanne Bowie <i>Brooks & Associates:</i> Anne Brooks, Camden Yehle

MEETING INFORMATION:

Folks were greeted at the door and asked to sign in. The purpose of the meetings was to discuss the Draft Preliminary Decision Document. This document details how the preferred alternative, a four-lane divided highway, was chosen. There are also explanations in the document of how there might be locations where other alternatives may be more practical. The format of the meetings was open house and people asked many informal questions.

People submitted the following comments the meeting in Soldotna. Any emphasis is the commenter's own. Team responses are in *italics*. The project team will respond to specific questions.

- I would like the speed limit reduced to 45 mph at the Soldotna City limits much like transit through Sterling. The reasons are multiple as drivers tend to speed up after leaving Soldotna's 35mph (going to the east) and then to having to slow down in town (going west). Also it is a hill in both directions with a clear view (line of sight) and also very straight which gives drivers a psychological incentive to speed up. Where I live next to Birch Ridge Golf Course I can hear cars and trucks floor their gas pedals in anticipation of the hills. A light at Mackey Lake may help people to slow down also. I'm also very in

favor of a walking path so I don't have to walk on the shoulder of the highway between my home and “downtown.”

- Forest Lane has heavy traffic with approximately 150 homes. We often wait 5 minutes to turn left to town during morning, evening and tourist traffic. Turning left onto Forest Lane is dangerous from the Sterling. Living 8/10 mile away, we hear the rumble strip clearly as traffic passes over the white line as others wait to make left turns off the Sterling either onto Forest Lane or Jim Dahler. I'd like to see Alternative A or B with B as my 1st choice, giving all roads and driveways access to the Sterling Highway. [When complete] please remove all “Safety Zone” restrictions! (head lights, fines, etc.)
- When entering the Sterling Highway from Mackey Lake Rd, and turning right toward Soldotna, a merge lane is needed to make it up hill especially for winter driving.
- Appreciate opportunity and information on the options. Appreciate pocket turns going in next summer. If funding is a problem, how can public help with getting this to be a priority? Will there be presentations to governor and legislature that public can weigh in on?

Written comments from the meeting in Sterling.

- Mile Post 91 at my drive, we are commercial noted at the borough. We have a ministry there at our property and lots of activity on our site. We don't want a divided highway there and we want the high hill at Solid Rock taken down. You can use the fill on my property at the base of the hill.
- Alternate B from Bings to Forest/Dahler. 45-speed limit in this area. Alternative A in selected areas into Soldotna.
- Decrease speed to 35 before Mackey Lake heading west as many people pullout at Mackey Lake. Present speed is 55. Option B for Sterling Hardware and Sterling post office.
- I prefer Alternative A. Like the snow storage idea and the fact that head on collisions will be greatly reduced. Seems like rear end would be also – eliminate a chain action collision. Non-motor – prefer 3 – favor #4 – do not want bikes and cars in same space.
- 1) My preferred choice is Alternative A – open, visible, no hard barrier to hit. Also would be good to have signs = “Keep Right Except to Pass” and “No Passing on the Right.” 2) Alternative B – Good second choice. I do not like Alternative E. Hard barriers are ugly; I've seen vehicles hit them and flip. What will the moose do?
- Wider Highway “Great.” Divided highway – bad idea no ditch or raised meridian.
- Alternative B allows safety for all and provides safety for fire and ambulances and police officers to get their job done efficiently as time would not be wasted going to an intersection and turning around. We have NO problem with 45 mph. Thank you for your explanations.
- The Sterling Community Club held several public meetings in the past few months to

discuss the Sterling Highway upgrades from Sterling to Soldotna. Safety and access to and from the highway are the most talked about items at these meetings. Safety, the number-one issue, concerns the children that frequent the highway system without crosswalks, lighting, or a trail system. Large vehicles using the Community Center and school parking areas to access the highway is also a concern. Other concerns are having emergency vehicle, business, and residential access to and from the highway.

The Sterling Community Club recommends a five lane highway with left lane curbs at major intersections, raised medians where they do not obstruct business or residential access to and from the highway, better school zone flashing lights that are bright and are not obstructed by other objects along the highway, crosswalks at Swanson River Road and Scout Lake Road, and LED lighting or another type of lighting that is cost effective to operate. We also recommend a speed limit of no more than 50 mph in high use areas. We are in the process of developing a Safe Walkway Program that extends up to 2 miles each way from Sterling Elementary that is funded by a DOT grant. The new road design should take into account recommendations from this plan.

The Sterling Community Club appreciates the process that the Department of Transportation is taking to ensure the new highway is built with public safety concerns and the needs of our community addressed. The Community Club would also like updated maps and information on the project for posting at the Community Center. Also attached is a copy of the resolution presented to the DOT at an earlier meeting in Soldotna.

Resolution # 2013-01 December 11, 2013

A Resolution in support of improvements to the Sterling Highway from Mile 83 to Mile 93 for right & left turning lanes at major exits or a 2 lane highway with a turning lane in the middle in the business corridor areas between Sterling and Soldotna just.

WHEREAS: The Sterling Community Club, Inc. is one of the 2 non-profits representing the Sterling community with over 200 members.

WHEREAS: The Sterling community consists of numerous businesses and residences that operate and live in the Sterling area. The 2010 census shows there are more people living in the Sterling area than in the city of Soldotna.

WHEREAS: Most of the accident and fatality data the DOT has shown the public is old and outdated and most information is from prior to the recent designation of the Safety Corridor.

WHEREAS: The traffic in the morning, evening and in the summer sometimes is so heavy that it can take up to 11 minutes for ingress onto the Sterling Highway.

Whereas: There are at least 4 trucking business, 3 gas stations, 2 schools, a Senior Center, 6 churches, 4 liquor establishments, a Community Center, over 40 businesses and numerous residences located between Sterling and Soldotna.

Whereas: Businesses along the Sterling Highway corridor are struggling to stay in business and without good road access will cause them to struggle even more and possible even cause them to shut down.

WHEREAS: Big trucks with trailers, boats with trailers, motor homes, etc. would have a difficult time making U-turns to get to the location they need which could cause safety issues and traffic congestion.

WHEREAS: The State DOT preferred improvement of a split median with a ditch in the middle is NOT the Sterling business and residents preferred design.

NOW THEREFORE BE IT RESOLVED THAT: the Sterling Community Club recommends the DOT design the Sterling Highway improvement project on a mile by mile design. We would prefer to see Left and Right turning lanes, some areas could be 4 lanes, some intersections may require stop lights and the speed limit may also need to be reduced in some areas. With the high load of traffic now, it is seldom that driving is done at more than 50 miles per hour. The Sterling Community Club also recommends that the DOT planning department hold a local meeting, in Sterling, before anymore planning is done.

- I have a new shovel, anytime you want to start putting in a 4-lane divided highway – let me know!
- Option B. Gives better business access. Recessed median is higher maintenance and looks ugly over time. Cost of A and B is almost = but loss of business could be major. 5% of accidents are head on so that's not a huge factor.
- At mile 84.5 there is passing on the right.
- We like alternatives A+B with 3 for the multiple use trail.

Comments written on project maps.

- Envision 2030 Comprehensive Plan pedestrian amenities
- Maintain highway access to driveway (second lot to the east of Boundary Street on the north side of the Sterling Highway)
- Truck access near Marilee Street. See Figure 1.

Figure 1. Truck Access



The following are email comments submitted in response to meeting outreach efforts.

- Hello,

With full intentions to attend this evenings meeting, circumstances have prevented me from attending. I wanted to address the fact that the preliminary plan does not address the geometry of the road.

I have personally witnessed vehicles loosing control at the down hill part of the road between Nina Robinson and St. Theresa (going East to West). This vehicle crossed the road and landed in the opposite lane ditch. My son had the same experience and was hit by other vehicle as he went across the opposite lane. That resulted in a totaled car fortunately with no injuries.

I attributed the situation to the rutted road which was later resurfaced. That did not necessary solve the issue. I drive a 2010 Rav4. After the resurface, I too had experienced a plethora of warning alerts during icy conditions as I traveled that same section of highway. I believe the camber of the road is not suited.

Since I don't know what the plan is for this part of the road upgrade, I would sincerely hope that the geometry of this portion of road is reviewed. Regards.

- *As you requested when we spoke on the telephone Tuesday, I've attached graphics showing your property in relation to the Sterling Highway. The graphics were printed out of the Geographic Information System (GIS) from the Kenai Peninsula Borough. It shows the highway right of way on one side and the section line easement on the other. I requested a copy of a plat, however, the Borough said this was a "non-surveyed plat" and the only thing available is the document attached.*

We will document that you are interested in a driveway in our records. We would not get to driveways until the project is in the design phase. You could go through the driveway permit process and request one earlier.

We will add your email address to our contact lists and will keep you posted as the project develops. Do not hesitate to contact us if you have additional questions or comments on the project.

- To Whom It May Concern,

I've looked over your lane possibilities: I'm going to be brief. If you want detail - email me back.

The four lane option with a turn lane in the middle (B-2 I believe) is just like what is in Sterling and I believe it would best serve the communities in this area-IF the highway speed is NO MORE THAN 45 mph. In conjunction we need Alternative for Non-motorized users - Option 4 - much like Nikiski, Seward, K-Beach, Kenai, and even Moose Pass, and the Hope Junction (where there are no houses)!

Our kids are out there often and need to stay safe. Thanks. *Thanks for your comments [redacted]. We have added your email address to our project list and keep you posted on the project as we continue our work.*

We hope to see you at one of the meetings next week. If you are unable to attend, watch for an email notifying you that the meeting notes have been posted which will contain comments received from stakeholders at the two meetings.

- With a Walgreens being built and another business that will add traffic, is East Redoubt being rerouted to the intersection of the Sterling and Spur light?
- The team was asked to meet with the Kenai Peninsula Borough to discuss parallel corridors and frontage/backage roads.
- One commenter wanted to know how much of the project was funded to date and the next steps in the project development process.
- The Kenai Peninsula Borough Assembly would appreciate a project team presentation at one of the upcoming meetings. *To be scheduled by the project team.*
- One commenter wanted to know who would maintain the pathway if constructed. *The project team indicated that the DOT&PF would likely maintain the pathway.*
- Commenters asked about the cost of the pathway. *The team responded that a rough rule of thumb for separated pathway construction cost was \$1 million per mile.*

Table 1. Meeting Outreach

Date	Outreach Method
05/08/2014	Meeting notice to project website
06/01/2014	Public Service Announcement request sent to local radio and television stations
06/04/2014	Postcard Mailer to Sterling Highway mailing list that includes residents, businesses, local government and elected officials, tribal entities, utilities, and local media (3,571 total)
06/10/2014 06/17/2014 06/20/2014	<i>Peninsula Clarion</i> display advertising
06/12/2014	Alaska Online Public Notice and DOT&PF calendar
06/16/2014 06/23/2014	Email notice and reminder via Constant Contact

Documents on file:

- Fact Sheet
- Comment sheet
- Sign-in sheet
- Meeting graphics

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME: Sterling Highway Safety Corridor Study AKSAS Project No. 54830 DATE: June 24, 25, 2014

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Camden Yehle	camden.brooksakaska@gmail.com	970-214-6325	F	W
JENNIFER WITT	jwilsonwitt@yahoo.com	269 0506		
George Tronchabach	Denise Lake Rd	252 6500	M	W
LEE FREY	lfrey@ci.soldotna.ak.us	717-1235	M	W
TED FOESI	forsienge@alaska.net	398.3116	M	W
Camdoe & Walter Ward	ward@alaska.net	262-2432	F/M	W

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
LARRY W. HARVEY	Soldotna Box 242	907 262 5394	M	W
CYNTHIA FERGUSON	4111 AVIATION AVE	209 0589	F	W
John Czarnecki	On-file	74744- 1246	M	W
Heather Campfield	3335 Arctic Blvd Anch	504 2120	F	W
Marcus Munk	144 N Binky Soldotna	714 2204	M	W
Keith Dexter	NAVA ON-file	398-725	M	W
Jean Plate	jeanp@alaska.net			
PAUL WHITNEY	PARREPABLO@CCI.NET	262-5667	M	W
Becky Foster	foster-6@hotmail.com	262-1609	F	W
Robert R. Ffner	robert@Kunaiwatershed.org	394-1664	M	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 2 of 8 revised: March 2005

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Konrad Jackson	Box 293550 / dotma	283-2690	M	W
Jean Plate	35526 Forest Ln Soldotna	260-3352	F	
Sean Dusek	39820 Half Mo. Ave	260-5372	M	W
Jeff Breakfield	39820 ON FILE	398-4293	M	W
Bruce Wall	144 N Binkley	714 2206	M	W
Max Best	mbest@KPB.us	714-2201	M	W
Jim Fassler	SOLDOTNA	398-8384	M	H
KEN REICHERT	STERLING	260-6630	M	W
Dottie Hill	P.O. 2433	529-6145	F	C
RICHARD POORE	PO BOX 1069	262-4734	M	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

3 of 8

revised: March 2005

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
DENNIS LINNEU	3335 ARCTIC, STE 100 ANCHORAGE, AK 99503	564-2120	M	W
Ron Martindale	ronmartindale@kumony.com	344-7520	M	W
Bob Martin	alaskansue2002@yahoo.com 4054 Iliamna Loop	260-3515	M	W
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Juanita Owens	PO Box 974 Sterling 99672	318-557- 9876	F	W
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

4 of 8

revised: March 2005

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Sterling Highway Safety Corridor Study AKSAS Project No. 54830 DATE: June 24, 25, 2014

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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

5 of 8

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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 6 of 8

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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 7 of 8

revised: March 2005

**TOM
BEARUP**



The People's Mayor

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 **Tom Bearup**

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Paid for by Friends of Tom Bearup



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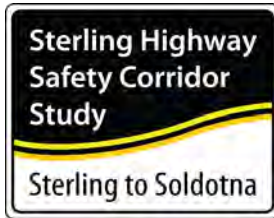
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Sterling Highway Safety Corridor Study Sterling to Soldotna

State Project Number Z548300000



FACT SHEET – Project Information

Project Scope

The Alaska Department of Transportation and Public Facilities (DOT&PF) Sterling Highway Safety Corridor Study project is located in the Kenai Peninsula Borough between the City of Soldotna and the community of Sterling. The purpose of the project is identifying a solution to address the safety concerns that led to a Highway Safety Corridor designation on this section of the Sterling Highway. A high number of fatal and major injury crashes and an over-capacity roadway during the peak fishing season contribute to the safety concerns.



The final result of this project phase will be environmental impact documentation, a summary of public and agency outreach, a preliminary decision document of alternatives, and preliminary engineering for the preferred alternative. Detailed design work, right-of-way assessment and acquisition, utility relocations, and construction will be completed under a different project.

The project is being funded by the State of Alaska through a general fund appropriation.

Current Status

The project team has completed the Preliminary Engineering Report which identifies the proposed solution to mitigating the high crash frequency in the corridor. The January 28, 2016 public open house to provide the public and opportunity to review the Preliminary Engineering Report. This will be the last public event for this phase of the project. Additional public review and comment opportunities will be available once the project begins the detailed design phase.

Project Schedule

- Environmental Analysis – May 2013 – October 2013
- Draft Preliminary Decision Document – June 2014
- Final Preliminary Decision Document – August 2014
- Preliminary Engineering Report – March 2015
- Environmental Document Approval: August 2017
- Design: October 2017 – August 2020
- Right-of-Way Assessment and Acquisition: February 2019 – February 2020
- Utility Relocations: May 2019 – August 2020
- Construction: 2021*

*Depends on many factors including the availability of funding

Watch for updates on the web at: www.sterlinghwy.com

Guide to the Preliminary Engineering Report

The purpose of the Preliminary Engineering Report is to document current thinking and design considerations for the Sterling Highway between Sterling and Soldotna. The document reflects current design standards, federal regulations, and input from the local government and public.

The Preliminary Engineering Report includes the following sections. For more information on any of these, refer to the report.

- **Project description**
 - Purpose and need for project
- **Design standards**
- **Discussion of alternatives**
 - No-action
 - Alternative A – 4-lane, divided with depressed median
 - Alternative B – 4-lane, divided with two-way left-turn lane or raised median
 - Alternative E – 4-lane, divided with F-shaped barrier
 - Robinson Loop Road and the Sterling Highway intersection alternatives
- **Preferred alternative**
 - Alternative A – 4-lane, divided with depressed median
- **Typical road cross sections**
- **Horizontal and vertical alignment**
- **Erosion and sediment control**
- **Drainage**
- **Soil conditions**
- **Access control** (driveway and side street access)
- **Traffic analysis**
- **Safety improvements**
- **Right-of-way**
- **Pedestrian and bicycle facilities**
- **Utility relocation and coordination**
- **Structural road cross section and pavement design**
- **Cost estimate**
- **Environmental considerations**
 - Wetlands
 - Fish habitat
 - Wildlife
 - Hazardous Materials
 - Noise
- **Maintenance considerations**
- **Public and agency involvement**
- **References**

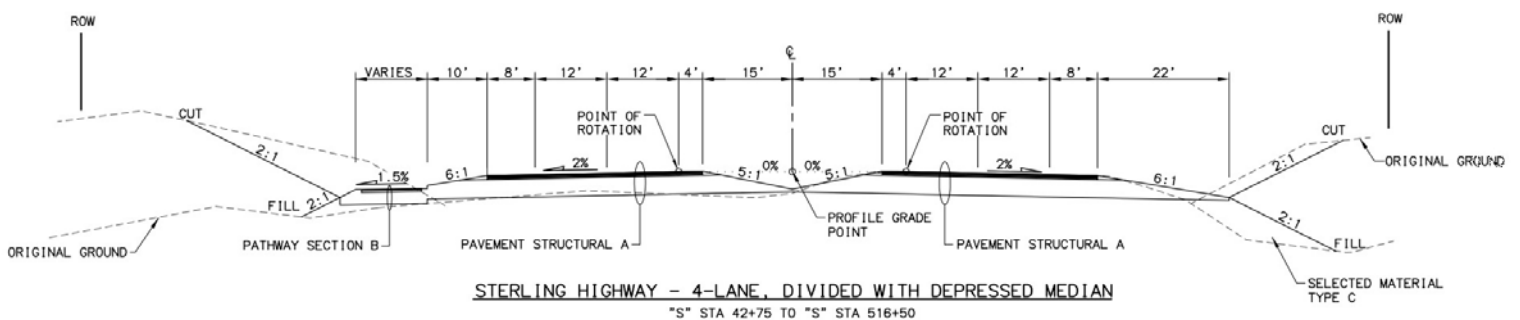
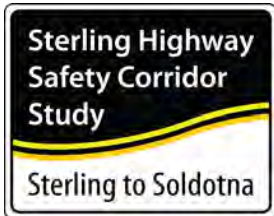


Figure 1 Preferred Alternative A – 4 Lane, divided with Depressed Median Cross-Section

For more information, contact:

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E-mail: comments.brooksalaska@gmail.com

Watch for updates on the web at: www.sterlinghwy.com



FACT SHEET – Crash and Congestion

Traffic Safety Corridor Designation

Traffic Safety Corridors were authorized by the Alaska Legislature and signed into law in May 2006. The Sterling Highway segment between Sterling and Soldotna was identified as one of five traffic safety corridor candidates based on crash severity and minimum crash thresholds developed by DOT&PF to identify roadway segments to receive traffic safety corridor consideration. This traffic safety corridor was officially designated in June 2009.

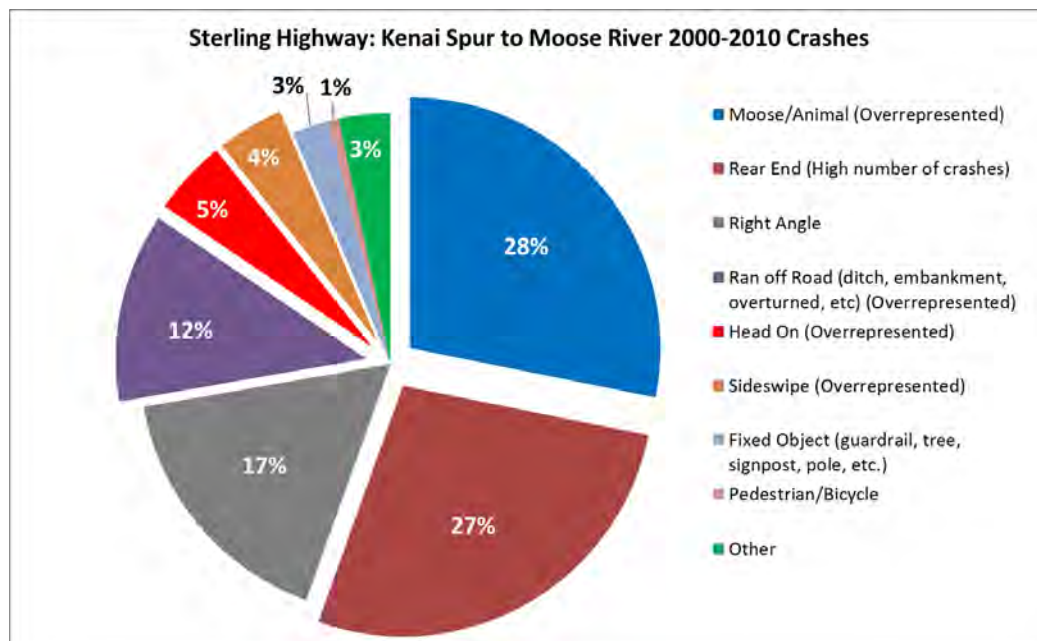
A traffic safety corridor designation is an indication of the higher crash rates and crash severity experienced in these areas. Like “Work Zones,” the traffic offenses committed within these designated corridors come with double fines from law enforcement. The offense of passing within a no passing zone also comes with it the penalty of two additional points against a motorists’ license when it is committed inside a safety zone. This designation is intended as an interim solution until roadway improvements can be made to address the safety problems while reducing congestion, and increasing travel efficiency on this corridor.

Crash Statistics: Moose River Bridge to Kenai Spur Highway, 2000 to 2010

There were 721 crashes on the Sterling Highway between Kenai Spur Highway and the Moose River Bridge from 2000-2010. 579 of these crashes occurred on the two-way two-lane portion between Fred Meyer and the Sterling weigh station.

Crash Rates and Crash Severity

Overall highway segment crash rates are higher than average for rural two-lane highways in Alaska and fatal crashes (nearly all head-on) are more here than what we find on “typical” highways of this type.



Between 2000 and 2012

- There were a total of 12 fatal crashes resulting in 16 deaths on the Sterling Highway. 10 of these crashes and 13 of the deaths occurred between Boundary Street and Evergreen Street.

- There were 24 major injury crashes resulting in 39 major injuries on the Sterling Highway requiring hospitalization.
- The Sterling Highway average annual Fatal Accident Rate (fatalities per 100,000,000 vehicle-miles) was 3.28 which is considerably higher than the Statewide Fatal Accident Rate (1.60) and the National Fatal Accident Rate (1.37).

Crash Mitigation Strategies for frequently occurring crashes

The following crash types are over-represented or high in the Sterling Highway Safety Corridor Study area.

Head-On Crashes

Mitigation Strategies:

- Install depressed median to provide separation between opposing traffic.
- Install median barrier (concrete, metal, etc.) to achieve physical separation.
- Install centerline rumble strips to provide audible warning of encroachments into the opposing lane such as those currently present on Sterling Highway).

Rear End and Sideswipe Crashes

Mitigation Strategies:

- Install left-turn or right-turn lanes to separate slower speed turning traffic from higher speed thru traffic.
- Improve advance intersection signing to warn motorists of upcoming intersections.
- Consolidate access points to reduce the number of turning locations, thus reducing the potential for conflicts.

Moose-Vehicle Crashes (80% occurred at night)

Mitigation Strategies:

- Install highway lighting to address moose crashes that occur at night.
- Fencing could address moose crashes; however, this option is only effective where there are few access points to the highway, which is not the case for the Sterling Highway.

Run off Road Crashes

Mitigation Strategies:

- Install Rumble Strips on shoulders (currently present on Sterling Highway)
- Widen shoulder and/or travel lane (currently present on Sterling Highway)
- Flatten side slopes (side slopes are currently 4:1 or flatter except for areas with guardrail). Note that this may not prevent the run-off-road event, but would make the crash less severe by allowing the driver to regain control and preventing roll-overs).
- Install additional lighting to supplement the existing lighting at channelized intersections.

What happens to crash rates if we do nothing?

If no changes are made to the Sterling Highway, crashes are expected to continue to rise – with 22% more crashes per year between 2031 and 2040 than there were between 2000 and 2010 based on detailed modeling of the current roadway horizontal and vertical alignment, historical crash data, and other geometric information. The current distribution of severity is not expected to change, so the number of major injury and fatalities would continue to rise.

For more information contact:

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Watch for updates on the web at: www.sterlinghwy.com

Updated January 11, 2016



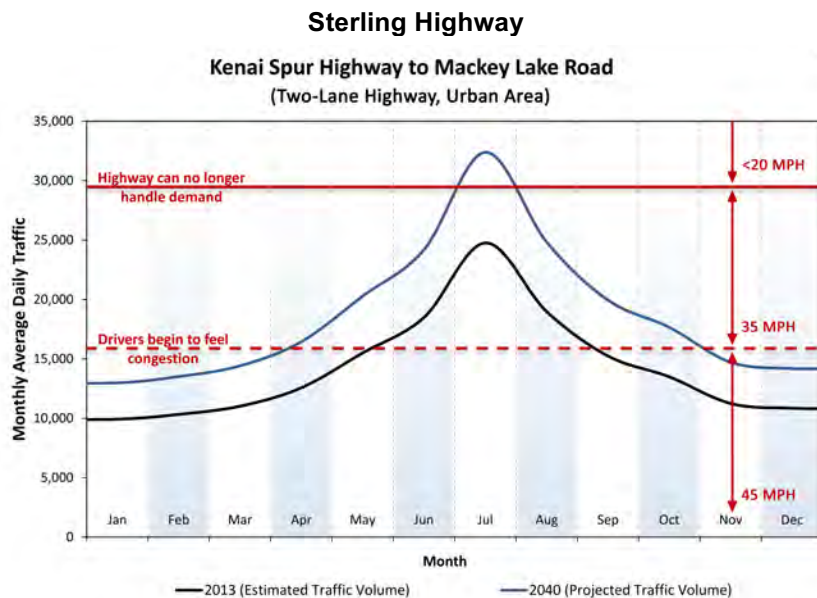
FACT SHEET – Volumes, Function and Speed

Traffic engineers design roads based on the current and projected number of vehicles using the road. In addition, traffic engineers consider the function of the road, i.e., is the road used mostly for access to subdivisions or as a means of travel between communities – to get between Homer and Anchorage for example.

Traffic Volumes

Analysis of historical traffic volumes on the Sterling Highway, local and area historical population, and forecasted population growth resulted in a predicted traffic growth rate on this corridor of 1% per year, or a 30% increase in traffic volumes by 2040.

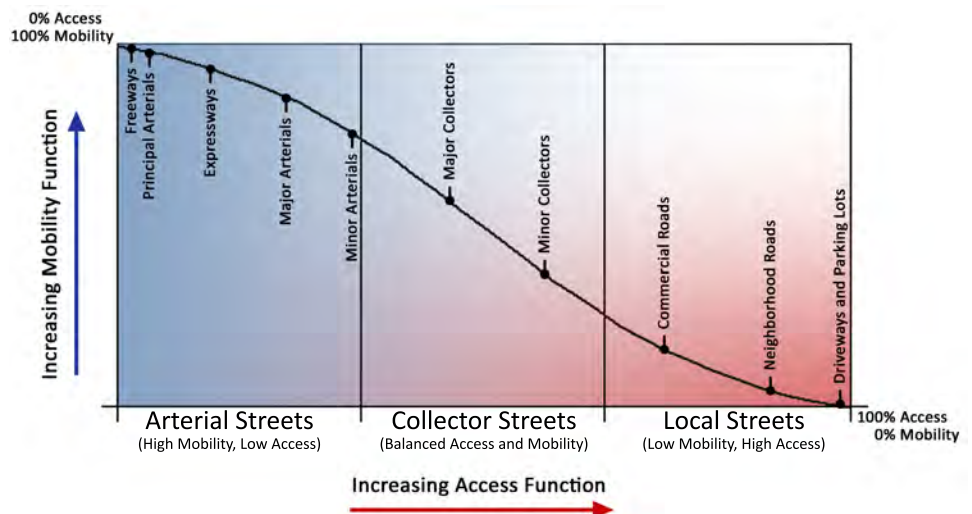
Seasonal traffic volumes on the Sterling Highway are characterized by sharp increases in traffic during the summer months.



Roadway Function

The Sterling Highway is classified as a National Highway System interstate principal arterial route.

The primary function associated with interstate principal arterials is the movement of goods and services with limited, safe, access. Principal arterials are intended to serve corridor movements having longer trip lengths. From experience, we know that routes with a high degree of direct access greatly diminish mobility and safety for a corridor. As such, direct access to



adjacent land uses on this interstate should be controlled, although access cannot be eliminated because there are no other accesses in many areas.

Some of the strategies that are successful in preserving mobility and controlling access conflicts include:

- Consolidating driveways and streets;
- Adding frontage roads; and
- Limiting driveway and minor street access points to right-in and right-out movements only (requiring some out of direction travel).

Speed Study Results

Speed studies taken at several locations along the Sterling Highway between Sterling and Soldotna show that the majority of drivers are adhering to the existing 55 MPH posted speed limit, reducing their speed as they approach the more urbanized environment in Soldotna.

For more information contact:

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Updated January 11, 2016



Meeting Notes

SUBJECT: Sterling Highway Safety Corridor Study

PROJECT NO.: State Project Number Z548300000

GROUP: Public

DATE: Thursday, January 28, 2016

LOCATION: Kenai Peninsula Borough Assembly Chambers, Soldotna

MEETING OUTREACH: See Table 2. Meeting Outreach

MEETING ATTENDANCE: 73 people signed in

MEETING MATERIALS: General fact sheet, traffic volume fact sheet, crash data fact sheet, comment sheet, sign-in sheet, corridor maps with preferred alternative preliminary design, crash data map, and Draft Preliminary Engineering Report

STAFF PRESENT: *DOT&PF:* Kelly Petersen
HDL: Dennis Linnell, Carita Backman, Brooke Therrien
Kinney Engineering, LLC: Ron Martindale, Jeanne Bowie
Brooks & Associates: Camden Yehle

MEETING INFORMATION:

The purpose of the open house was to discuss the Draft Preliminary Engineering Report and the current preliminary design. The Draft Preliminary Engineering Report details how the preferred alternative, a four-lane divided highway, was chosen and other engineering considerations such as drainage and erosion control.

Attendees were greeted at the door and asked to sign in. The format of the open house was informal and people asked many questions of the design team and made verbal and written comments.

In general, the public seemed supportive of the project and the four-lane divided design. Almost everyone recognized the safety concerns along the Sterling Highway and many wanted the project completed quickly to address them. Most people supported the pathway and wanted to know the location and what kind (gravel, paved, type of use allowed) of pathway it would be. The most often heard concern was how to reach homes and businesses with the divided highway in place. Many people were happy the roadway would be safer, but felt that indirect turns (right turn followed by u-turn, for instance) would increase their travel time. Regarding locations with full median openings, there were multiple questions about how realistic it would be to make a left turn across four lanes of traffic. The team explained that widening to four lanes would provide more gaps, making it easier to turn onto the roadway in peak traffic hours. Several people were happy to see that a center two-way-left-turn lane would extend to the school just outside of Sterling. The inclusion of more frontage roads was recommended to direct drivers to the proposed median openings.

Reducing the speed limit to 45 miles per hour was suggested. The team explained that enforcement would be difficult, in addition, the roadway design and functional classification does not support a lower speed limit. Although some drivers might comply with a lower speed limit, without additional enforcement many would not. This would lead to a greater speed differential and could potentially decrease safety.

The team recorded **verbal questions and comments**, which are listed below and sorted by subject.

Access:

- Concerns about U-turns and access to Linden property for large trucks 100' in length or more.
- Discussion about moving the median opening to the state forestry building (marked on the plots).
- Several people asked about including right turn pockets at the intersections, in particular at Sharkathmi Avenue, Boundary Street, and Fairway Circle.
- A commenter said existing uses on Murray Lane (church and assisted living facility with many emergency and taxi trips) make Murray Lane a better choice for a median opening than Deville Road. The team explained that Deville Road has the potential for many more trips than Murray Lane. The team showed the commenter some roadway connections that the Borough could make that would allow Murray Lane users to access the Sterling Highway either at the Deville Road median opening or at the Jim Dahler intersection.
- Two people commented on trying to shift local traffic off the highway by making connections on different adjacent streets.

Drainage:

- A representative from Solid Rock Bible Camp expressed concerns about drainage. He was concerned that as more water flows off the highway because of more lane pavement, it could increase the height of the water table in the surrounding area, potentially impacting their water treatment and waste water facilities. Solid Rock Bible Camp has spent a lot of money improving these facilities and does not want to have the water table raised further.

Environmental:

- A resident who lives on Whisper Lake was concerned the lots along the southern portion of the lake may be used as a gravel source. She did not want any disruption to the lake as there is a lot of wildlife use. She was also concerned about lake water levels and did not want to see them change.
- A high school student wanted to know where moose are most likely to cross the road and if any moose crossings or other types of crash mitigation would be constructed as part of this project. The team explained that clearing the roadside of vegetation and increasing highway lighting could reduce moose crashes.

Lighting:

- A few folks mentioned lighting. The team indicated that continuous lighting is not being considered because new DOT&PF lighting policies introduced late last fall aim to reduce maintenance costs, which include electricity. Lighting will be considered at median openings and intersections.

Noise:

- There were two complaints about rumble strip noise pollution.

School Buses:

- Several people asked about how buses were going stop and if there were going to be bus pullouts. One person was a high school student expressing frustration with having to stop all the time on the existing highway. Another was a school representative concerned about bus pick-up locations and turnarounds. A third person asked if there was a possibility of developing school bus pullouts to get the buses off the highway while they make their pick-ups. The team noted that when there are two lanes in each direction, the bus stops on the Sterling Highway would be less disruptive to through traffic and with a depressed median and same side student pickup, vehicles traveling in the opposite direction would not be required to stop for the bus.

Safety:

- Frosty slick road conditions exist at Station 175+00 near the Solid Rock Bible Camp driveway. There was a request to lower the crest curve.
- One person felt that the four-lane divided highway would be less safe than the existing highway. He worried that he would not be able to make a U-turn with his truck pulling a boat trailer. The team informed him that turning movements had been checked and are designed to accommodate vehicles larger than a truck-boat trailer combination. The commenter indicated that he still felt it would be unsafe.
- One commenter voiced concern that crashes are more likely to occur as vehicles down-shift while climbing a grade because he felt cars would slide sideways as the vehicles changed gears.

Traffic Volumes:

- One person disagreed with the Draft Preliminary Engineering Report's depiction of no side street growth at the Jim Dahler/Forest Lane intersection for the 2040 design year.

Other:

- Several people asked if Goodtime Charlies would be closed/demolished. The business is within existing right-of-way and would be removed to construct the project.
- There was interest in whether there would still be room to walk on the south side of the highway and whether ATVs would still be able to ride along the roadside.

Open house attendees submitted the following **written comments**.

When you present your plan as "the preferred alternative" it is a logical fallacy. Preferred by who, based on what input. As I attended your open house I couldn't find one person who preferred it. A divided highway with a depressed median is used in extremely rural areas with limited access. The Sterling Highway has developed with high access. So the answer is extensive frontage roads. But this raises the cost incredibly, so a better (preferred) option is a five lane road with left turn lanes and a reduced speed either from Sterling or the west end of Robinson Loop. I work at Solid Rock Bible Camp. Your solution there shows you haven't done your homework. It does not account for peak usage (up to 100 cars per hour) plus buses and tractor-trailers. Please evaluate carefully your solutions because we will have to live with them for a long time.

Speed limit should be reduced to 45 mph from Isabell Street (mile 91+/-) to Soldotna (lots of businesses and turning vehicles). "Re-align" so that Mayoni Street and Beacon Hill Street line up to allow a median opening intersection (1/4-mile spacing) (lots of businesses between mile 91 and Boundary St.). Traffic light is desperately needed at Mackey Lake Road (and a southbound right-hand turn lane would help also). The bike lane should be separated from the roadway wherever possible to increase safety factor.

I live and work (and driving and cycle) in Soldotna and surrounding communities. For public safety and quality of life, I'm happy to hear a multi use trail is planned in conjunction with this highway improvement project. The multi-use trail between Kenai and Soldotna gets lots of use, keeps people (pedestrians and cyclists) safe, and adds a lot to our recreation and exercise opportunities in this community. I hope a pathway for this project is well offset from the highway with a fair amount of green space between path and highway. The worst paths (along K-Beach) are right next to the highway shoulder. The best have a buffer (some landscaping) between people and cars. Thank you!

It is time to improve the section of roadway so thank you! Questions: funding sources? Local. State. Federal. Why a 2021 start time? With current budget issues will this still be a priority? Pedestrian and bicycle facilities enhanced tourism and community. Is this a definite for this project? *Team response: The next project development step is completing the environmental document and detailed design; followed by right-of-way acquisition and utilities relocation and ultimately construction. The project need has been added to the Statewide Transportation Improvement Program (STIP) for Federal funding.*

Really like the proposed plans to the Sterling highway. I'm a resident in Sterling and work in Soldotna. I drive the highway every day and know improvements are greatly needed. Thank you!

Station 70+250 needs an intersection, Division of Forestry may employ an excess of 60 people per day. The state of Alaska agency. In addition, this is an emergency operation agency. Please call [redacted]. *Team response: Median openings are spaced every 1/2 mile as according to State statutes and the Pre-Construction Manual. Putting a median opening at On Par Lane would be too close to the median openings at Mackey Lake Road and Fairway Drive. Although less direct than it is currently, it would be safer for Division of Forestry traffic to use the median*

opening at Fairway Drive.

Would like to be able to turn left on Nina Robinson. Is across from Panoramic. Would like rumble strips removed – trucks use Jack brake and hit strips mile 88 – noisy at night. Truck traffic seems heavier mile 88. Do not want DOT or borough to take gravel from the eight lots next to Beau Circle – will affect the [Whisper] lake – too close.

Any improvements on the bad intersections Mackey Lake Road – Forest Lane – Jim Dahler would be appreciated – good luck with the sinking highway before Big Johns. Signs by your new flashing speed signs that state it is unlawful to cause five cars to back up by you – get rid of the rumble strip, at least on the shoulders.

Need illumination on all paved crossroad intersection such as St. Theresa Road. U-turns will be difficult for big motorhomes towing car or boat. Going to cause traffic jams for those inexperienced with such a task.

Can't wait to see this happen!

Do not want DOT or Borough to take gravel from eight lots next to Beau Circle/Whisper Lake. Will affect the lake and habitat. Need turn directly onto Nina Robinson! Too many families shuttling, kids driving, carpooling, and elderly. Driving Pastor road up to Robinson loop out to U-turn is not safe. Need direct access to remain on Nina Robinson.

Our road intersection to turn off or on the Sterling highway should be illuminated. It is on a small hill and is not seen from a distance by oncoming drivers. This would help them be aware an intersection is coming. Like what is at Robinson loop now. [Referring to Evergreen Drive].

Road graders are used for snow removal in winter and will need good access and turnarounds space. Same concern on semi trucks (tractors trailers) accessing side roads and making north or south bound turns with traffic flow. A lot of people currently use snow machine/4-wheeler/walking trail along the highway. Would be good for people to keep this access.

If the Sterling highway is made for four lanes from Soldotna to Sterling, safety must be provided for drivers making a left turn onto the Sterling Highway from a side street such as Scout Lake Loop Road at the Scout Lake or from Panoramic. A solution may be to have Sterling Highway divided with a space between the eastbound and westbound lanes wide enough so that the car making a left turn can go across the eastbound lanes and wait in the space that is between the lanes until it can go on and turn left onto the westbound lanes. With four lanes of traffic going especially in the summer when the traffic is heavy, it would be difficult for a driver to find a space between the cars on all four lanes to make the left turn safely.

How much is this project going to cost? How are the expenses of this project going to be paid? What is the source of the funding? Has the money already been appropriated? The traffic does not warrant it. Every time there is a road project, we lose more trees. Tourists come here for the fishing, the scenery and the wildlife that is uniquely Alaskan. They don't come to see super highways. They can see those at home. We live here because we like the surroundings. That all changes when you bring in a four-lane highway. What about the people who have to cross the

road to get their mail? Businesses along the highway have their parking lots in front of their shops. How will this impact them? Who made this decision? Do they live here? What do you mean by preferred alternative? Preferred alternative to what? *Team responded verbally at the open house.*

Letter from the Sterling Community Center:

The Sterling Community Center held several public meetings in the past few months to discuss the Sterling Highway upgrades from Sterling to Soldotna. Safety and access to and from the highway are the most talked about items at these meetings. Safety is our number one issue concerns for kids that frequent the highway system without crosswalks, lighting and a trail system. Large vehicles using the community center and school parking areas to access the highway is also a concern. Other concerns are having emergency vehicle, business and residential access to and from the highway.

In June, The Sterling Community Center recommended a five lane highway with left lane curbs at major intersections, raised medians where they do not obstruct business or residential access to and from the highway, better school zone flashing lights that are bright and are not obstructed by other objects along the highway, crosswalks at Swanson River Road and Scout Lake Road, LED lighting or another type of lighting that is cost effective to operate. We also recommended a speed limit of no more than 50 mph in high use areas.

In June 2014, and at prior meetings, the community weighed in with several concerns and suggestions. Improved lighting was the # 1 concern and was met with a response that even if the lights were installed, they would not be energized due to budget restrictions. Have LED and Solar alternatives been reviewed and what were the findings? Other suggestions were to reduce the speed limit along with the suggestions we mentioned in the paragraphs above. Also mentioned was the highway portion in Turnagain Pass where center depressed medians were removed and replaced with improved turn lanes. The question still remains, why did the State change this option and if it didn't work in Turnagain Pass, why are you recommending it in our corridor? Also, how where the community's other concerns addressed in the current design? Thank you,

Team response: The Alaska Department of Transportation & Public Facilities (DOT&PF) agrees that safety is the number one issue of concern on the Sterling Highway. As head-on type crashes are the leading cause of death in this corridor, mitigation strategies to address head-on crashes were considered to be of primary importance. Median configurations evaluated included:

- *Install depressed median to provide separation between opposing traffic.*
- *Install median barrier (concrete, metal, etc.) to achieve physical separation.*
- *Install continuous center two-way left turn lane to provide separation between opposing traffic.*

Our analysis of five different roadway median configuration options show that the divided highway option with a 30-foot depressed median will reduce head-on fatal and injury crashes by 90% versus 14% for an undivided roadway or a roadway with a center two-way left turn lane. These values are based on several national studies concerning the effectiveness of various median configurations on head-on crashes.

Although the proposed depressed median configuration is less convenient in terms of left turn access than other possible configurations, this option mitigates the largest number of fatal crashes on the corridor. Access points or median openings are spaced every 1/2 mile. The most you will have to travel out of direction is one mile.

In regards to your other questions, school zone flashing lights and crosswalks are typically discussed and considered during the final design phase of the project. DOT&PF already uses LED lighting but is moving toward limited lighting to save electricity and maintenance costs. Solar options have not been considered. Speed limits will stay the same as currently posted because the Sterling Highway is part of the National Highway System and mobility is the primary function of the highway. Enforcement would also be difficult and although some drivers might comply with a lower speed limit, without additional enforcement many would not. This would lead to a greater speed differential and could potentially decrease safety.

The highway at Turnagain Pass had many issues similar to the Sterling Highway, including a high demand for passing and head-on collisions. To address these issues the Seward Highway at Turnagain Pass was made into a four-lane divided highway with a depressed center median. As you know, the median was ultimately filled in. This was done to make the median plowable and avoid snow storage related sight distance issues. 10 feet or more of snow ending in a vertical wall could accumulate as a result of the rotary plows clearing the road. It is still a divided highway with left turn lanes. The Sterling Highway does not get nearly as much snow and snow storage should not be a problem.

DOT&PF's analysis of the Sterling Highway shows that the divided highway with the depressed median is the best way to make the Sterling Highway safer. The ultimate goal of the DOT&PF and the project is to remove the Safety Corridor Designation when the improvements are in place.

From Golden International Restaurant, ASIAN Cuisine, Mile 91.5 Sterling Highway, Soldotna, AK 99669

Please see the attached letter. Our business will have a detrimental impact if there is no stop light allowing customers to turn into the parking lot going outbound (north) from Soldotna. If they drive north for miles to make a U-turn in order to eat at our establishment, they won't bother coming. Please make speed limit 45 mph in area. Too many accidents. Thank you.

Dear Kenai Peninsula Borough,

We have been in business on the peninsula for over 35 years. This restaurant has been here for generations, and the manner in which you are designing the four lane highway for Sterling Highway will SIGNIFICANTLY and DETRIMENTALLY impact our restaurant's business if you do not allow for a stop light at our restaurant. That means, if left with your proposed plan, customers northbound from Soldotna, will have to drive ALL the way to FOREST LANE and make a U-turn to reach our restaurants parking lot. This is very, very harmful to our business and does NOT make sound sense.

Please place a stop light, which would allow for customers to turn into our business. Thank you,

Comments written on project maps at the open house are listed below.

- Needs traffic light badly at Mackey Lake Road.
- Needs a right-hand turn lane onto Mackey Lake Road.
- Median opening intersection at state forestry building on On Par Lane.
- Shown right of-way may be wrong for lots in between On Par Lane in Fairway Drive.
- There is a future permitted driveway for the lots just east of Beacon Hill Street that is not shown on the graphics.
- There should be a median opening intersection at Beacon Hill St. (quarter-mile spacing).
- 45 mph speed limit west of Isabell Street.
- Needs crosswalk at Robinson Loop Road.
- Light intersection at St. Therese Road for visibility.
- Reduce noise on north side of highway in between Lake Terrace Drive and Beau Circle.
- Move Deville Road intersection to line up with Murray Lane instead of Penny Lane.
- Lower hillcrest height in area of Evergreen Drive.

The following are email comments submitted in response to meeting outreach efforts.

Anne,

Sorry I will miss you again. It seems that every time you hold a meeting I am out of town.

1. I think I agree with you that Alternative A (4-lane, divided with depressed median) is the best alternative. The question I have is for people turning off the road to their driveways and side roads; will they have right turn lanes so the traffic on the highway won't have to slow down for them to turn?

2. I strongly believe there should be a separate bike/walking pathway from Sterling to Soldotna. Frequently there are people riding or walking on the shoulders along the existing highway; a hazardous situation.

3. When the road is upgraded the "Safety Corridor" designation should be removed. Most of the public feel the reason for the designation is not as much about safety but it is more government control.

4. I assume there will be enough access/exit locations so we won't have to drive a long way before we can turn towards Soldotna (in the case of accessing from the south side of the Sterling highway) and that the main side roads will have access/exits unto the Sterling Highway. I really don't want to drive 4-5+ miles in the wrong direction before I can turn around and go the right

direction.

5. I think the side road intersections should be at least these locations:

- a. Grandview Drive
- b. Swanson River Road/Scout Lake Loop East
- c. Scout Lake Loop West
- d. Evergreen Drive
- e. Robinson Loop West
- f. Deville Road
- g. Forest Lane/Jim Dahler Road
- h. Schultz Street
- i. Pine Street
- j. Boundary Street
- k. Mackey Lane Road,
- l. Kleeb/Turnbuckle Terrace
- m. Possibly at On Par Lane too

6. During the summer months the traffic can be nearly bumper-to-bumper, non-stop. Is there a provision for creating breaks in the traffic so we can access the Sterling Highway, such as any street lights?

7. I really hope that DOT doesn't reduce the speed limit to 45 mph after they improve the road. I think it should be at least 55 mph. Thank you for the opportunity to comment.

Team response: We appreciate that you agree with the preferred alternative. Our analysis shows it to be the safest solution for the corridor. In response to your question as to whether the design includes right turn lanes at driveways and side roads so the traffic on the highway will not have to slow down for the turning vehicles, the answer is that the intersections with heaviest turn volumes are shown to have right turn lanes at this time. In our experience as the project moves through the design process this may change as traffic changes may warrant other right turn lanes in the future. We rarely provide right turn lanes for driveways unless they are particularly high volume.

We are including the separate bike/walkway in the project. Its location will depend on the availability of right-of-way.

The ultimate goal of the DOT&PF and the project is to remove the Safety Corridor Designation when the improvements are in place.

Access points or median openings are spaced every 1/2 mile. The most you will have to travel out of direction is one mile.

Thanks for your list of side-road intersections.

No street lights are planned at this time. However, as we mentioned before, should traffic change during detailed design and warrant traffic signals, they will be considered.

There is no plan at this time to reduce the speed limit on the highway.

We very much object to the proposed plan that has a grass median between the four lanes with access points located in our case at Fairway and Boundary Streets. We would much prefer 5 lanes with center turn lane for all of the City Limits of Soldotna. We and many other businesses

in town and from mile 94 to Boundary St (approximately mile 91.7) have large semi's that deliver products almost daily (In our case during the summer months from April through October), your present plan would make those truckers, coming from Anchorage make a U-turn on Fairway, cross two lanes to come back to our driveway, then when delivery is completed, the same truck would have to go to Boundary and cross two lanes to head back to Soldotna to make other delivery's. In addition to that our golf course does 10,000 rounds of golf per season, most of the golfers drive their own cars, plus we have accommodations on the property for visitors that come to Soldotna to fish, sight seeing, playing golf, whatever.

If you were to consider the future, our 92 acres may not remain a golf course forever, it's not the highest and best use of the property, it's just a recreational activity that every town should have and we, the present owners are trying to preserve for the City of Soldotna. Suppose that some day, say 15 years from now, the owner might decide to close the golf course and subdivide the property and suppose that water and sewer is supplied by the City of Soldotna, there could be 100 homes on this property that could be using the present access and egress onto the Sterling Highway. We would also think that the City of Soldotna might also prefer 5 lanes for more commercial development. In any case, we think as citizens of Soldotna, that 5 lanes in the city would be preferable.

Unfortunately we will be unable to attend the subject meeting today. We wish to go on record as emphatically opposed to the proposed alternative for this project. We are opposed to any variant of a divided highway. We formerly posted our preference to a DOT site that had a map where commenters could pin comments. I cannot locate this site any longer but there were a substantial number of comments by stakeholders along the proposed project in opposition to a divided highway. I do not recall any consensus by KPB residents for a divided highway. We support a 4-lane undivided highway with turn lanes at intersections, OR a 4-lane undivided highway with a center turn lane.

Team response: Thank you for your comments regarding your preferred configuration for the Sterling Highway between Sterling and Soldotna. I have noted that you support a 4-lane undivided highway with turn lanes at intersections, or a 4-lane undivided highway with a center turn lane.

Let me explain our choice of a 4 lane divided facility with a depressed median.

First of all, I realize that this configuration with median breaks and separate left turn lanes positioned every ½ mile reduces the ability to access properties fronting the highway due to the resulting restriction in left turns. For a driveway or side street located just beyond one of the proposed median openings, a driver could travel up to an additional mile to access their property.

As you know, this portion of the Sterling Highway has been designated as a Traffic Safety Corridor (TSC) in 2009 due to the higher crash rates and crash severity experienced in this corridor when compared to other similar roadways in the State. When compared to statewide averages, crashes involving vehicles impacting head-on are statistically significant along the study corridor.

It is one of 4 such corridors in Alaska including the Seward Highway south of Anchorage, the Parks Highway between Wasilla and Big Lake and Knik/Goose Bay Road south of Wasilla. This designation is intended as an interim solution until roadway

improvements can be made to address the crash type and severity being experienced on the designated roadway and/or segment.

A safety corridor study was prepared in 2008 which outlined the predominant crash types experienced in this corridor. Crash data evaluated as part of this study revealed that 29 fatal crashes have occurred from 1977 to 2006. Nearly 67% of the fatal collisions on the Sterling Highway are head on and are, therefore significantly over represented when compared with statewide data which shows that approximately 16% of fatal crashes involve vehicles colliding head-on.

A more recent crash analysis prepared as part of the current Sterling Highway Safety Corridor project found that 12 fatal crashes occurred from 2000-2012 resulting in 15 deaths and 9 major injuries. Ten of the crashes involved vehicles striking head on and two of the crashes involved a left turning vehicle. This translates into a fatal accident rate (fatalities per 100,000,000 vehicle-miles) between Moose River and Kenai Spur Highway of 3.28, considerably higher than the Statewide Fatal Accident Rate (1.60) and the National Fatal Accident Rate (1.37).

Another head-on fatal crash occurred near milepost 90 on January 25, 2016 resulting in the death of a 19 year old woman.

As head-on type crashes are the leading cause of death in this corridor, mitigation strategies to address head on crashes were considered to be of primary importance.

Median configurations evaluated included:

- *Install depressed median to provide separation between opposing traffic.*
- *Install median barrier (concrete, metal, etc.) to achieve physical separation.*
- *Install continuous center two-way left turn lane (TWLTL) to provide separation between opposing traffic.*

Our analysis of five different roadway median configuration options show that the divided highway option with a 30 foot depressed median will reduce head-on fatal and injury crashes by 90% versus 14% for an undivided roadway or a roadway with a TWLTL. These values are based on several national studies concerning the effectiveness of various median configurations on head-on crashes.

Although the proposed depressed median configuration is less convenient in terms of left turn access than other possible configurations, this option mitigates the largest number of fatal crashes on the corridor, a goal everyone familiar with this corridor shares.

I received a call from [redacted], a property owner in our project area. She had two questions and a request. Would the project require right of way acquisition from her parcel? Could the DOT deny them access to their lot? Please accommodate a future driveway to her property. I've attached the Kenai Peninsula Borough GIS information for the lot. I remember talking to her earlier in the project. When the road was improved years ago, no driveway was identified and it sounds like there is quite an elevation difference between the highway and her property. I told her that the only time a driveway would be denied was if the highway had full controlled access which was not the case on this portion of the Sterling Highway. I said she would have to apply for a driveway permit. I told her I would get back to her about right of way needs for the project. I also explained that the next phase of the project, design, would provide additional opportunities

to comment on the project. I've also attached our other communication with her on this project. From a review of the PER, I don't believe we have a ROW impact to the lot, but wanted to confirm with Dennis and Carita before I responded officially. Anne Brooks, P.E., Public Involvement Specialist

Team response (via email): I was able to confirm that the Preliminary Engineering Report does not show a right-of-way need from your property. The next step in the process is to complete an environmental document and begin detailed design.

Table 1. shows the number of responses to the question on the comment sheet asking how attendees heard about the open house.

Table 1. How Did You Hear About the Event?

Outreach Method	Number of Responses
Email	** (2)
Newspaper ad	** (2)
Postcard	***** (5)
Radio	** (2)

Table 2. explains what outreach was done to advertise the open house.

Table 2. Meeting Outreach

Date	Outreach Method
01/04/2016	Meeting notice to project website
01/07/2016	Postcard Mailer to Sterling Highway mailing list that includes residents, businesses, local government and elected officials, tribal entities, utilities, and local media (3,571 total)
01/14/2016 01/21/2016	<i>Peninsula Clarion</i> display advertising
01/14/2016 01/27/2016	Email notice and reminder
01/15/2016	Alaska Online Public Notice and DOT&PF calendar
01/22/2016	Public Service Announcement request sent to local radio and television stations
01/28/2016	Facebook update listing meeting details on the DOT&PF page

Documents on file:

- Fact and Comment Sheets
- Sign-in sheet
- Meeting graphics

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ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME: Sterling Highway Safety Corridor Study State Project No. Z548300000 DATE: January 28, 2016

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
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Robert Ralls	RR915@alaska.net	252 9277	M	W
Denise Linnell	DR4@gei.net	306-8681	F	W

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Al Nelson	935 E Rebobt Soldotna	394-5034	M	W
Jenni Turner	38830 Sterling Hwy Soldotna	362-1377		
John Blankenship	35260 Rockwood	398-6134		
Katie Ring	374 W. Corral Ave	432-7542		
Penny Vodka	399 W. Review Ave	262-7249		
Cody & Rachel Newendorf	40029 Crowbird Ave.	252-2080	M/F	W
Tim Reed	MURRAY CN	252-0132	M	W
Doug Schoessler	40155 Iliamna Lp	398-2289	M	W
Janet + Rick Holland	36115 Murray Lane	227-5427	M/F	W
Jenna Helminski	jenna.helminski@kpbid.org	398-1672	F	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 2 of 8

revised: March 2005

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Dan Nyitrai	nyitraiak@hotmail.com		-	-
John Oberts	28730 Husky Ave Sterling AK 99672		M	
Debbie Desnam	debbie@desnam.com		F	
Cheryl Page	36885 Bear Cr		F	
Jeff Breakfield	on file			
Hans Zinke	42499 Sterling Hwy Soldotna		m	
James Falon	36251 Solid Rock Rd		m	American
Chad Snyder	36251 Solid Rock Rd #7	398-6994	M	White

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Cherita Backman	* PO Box 872075 WASILLA AK 99687	907 870 7665	F	W
Febra Kusley	30903 Beavercreek Soldotna, AK	907 398 7173	F	W
Robin Forsi	PO Box 2470 Soldotna AK	907 398 3116	F	W
TED Forsi	PO Box 2470 Soldotna, AK 99669	398 3116	M	W
TED McKENNEY	30251 Solid Road #2 Soldotna AK	202-4741		
Mary Glynn	P.O. Box 79 Kasilo	262 838	F	
Janice Ashpole	Po Box 55 Sterling	262 9834	F	
Larry Larson	Po Box 55 Sterling	262 9834	M	'
Cheryl Hammarstrom	on file			
Mary-ellen Johnson	on file			

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
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<i>John Czarnecki</i>	177 N. Birch Soldotna	262-5441	F	W.
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
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Jim Glendens	1/2 FINF, 694 SYCAMORE			
RYAN Nelson	35242 Hager Blvd Soldotna		M	W
Fred Zumbuhl	34105 Scout Lake Pk		M	W
RICHARD & Cinda Porter	41954 Sterling Hwy	262-4734	M/F	W
Michele Turner	35355 Scout Lake	394-3948	F	W
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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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PAT COWAN	Box 828-4223 Sterling Hwy	398-4136	M	W
Myrna Cowan	" "	394-0543	F	W
Reuben Graves	Rgraves2001@gmail.com	717-659 8247	M	W

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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revised: March 2005

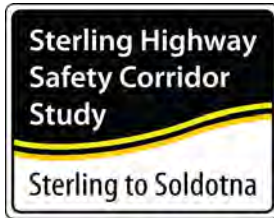
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Josh Nelson	jnelson@paragon-partners.com	417-830-6858	M	
Mariam Lopez	mlopez@paragon-partners.com	907 317 8898	M	
Amy Eriksson	amyjoeriksson@gmail.com	262-1357	F	
Kurt Eriksson	kurte@alaska.net	398-4570	M	

*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 2 of 2

revised: March 2005



Sterling Highway Safety Corridor Study Sterling to Soldotna

State Project Number Z548300000



FACT SHEET – Project Information

Project Scope

The Alaska Department of Transportation and Public Facilities (DOT&PF) Sterling Highway Safety Corridor Study project is located in the Kenai Peninsula Borough between the City of Soldotna and the community of Sterling. The purpose of the project is identifying a solution to address the safety concerns that led to a Highway Safety Corridor designation on this section of the Sterling Highway. A high number of fatal and major injury crashes and an over-capacity roadway during the peak fishing season contribute to the safety concerns.



The final result of this project phase will be environmental impact documentation, a summary of public and agency outreach, a preliminary decision document of alternatives, and preliminary engineering for the preferred alternative. Detailed design work, right-of-way assessment and acquisition, utility relocations, and construction will be completed under a different project.

The project is being funded by the State of Alaska through a general fund appropriation.

Current Status

The project team has completed the Preliminary Engineering Report which identifies the proposed solution to mitigating the high crash frequency in the corridor. The January 28, 2016 public open house to provide the public and opportunity to review the Preliminary Engineering Report. This will be the last public event for this phase of the project. Additional public review and comment opportunities will be available once the project begins the detailed design phase.

Project Schedule

- Environmental Analysis – May 2013 – October 2013
- Draft Preliminary Decision Document – June 2014
- Final Preliminary Decision Document – August 2014
- Preliminary Engineering Report – March 2015
- Environmental Document Approval: August 2017
- Design: October 2017 – August 2020
- Right-of-Way Assessment and Acquisition: February 2019 – February 2020
- Utility Relocations: May 2019 – August 2020
- Construction: 2021*

*Depends on many factors including the availability of funding

Watch for updates on the web at: www.sterlinghwy.com

Guide to the Preliminary Engineering Report

The purpose of the Preliminary Engineering Report is to document current thinking and design considerations for the Sterling Highway between Sterling and Soldotna. The document reflects current design standards, federal regulations, and input from the local government and public.

The Preliminary Engineering Report includes the following sections. For more information on any of these, refer to the report.

- **Project description**
 - Purpose and need for project
- **Design standards**
- **Discussion of alternatives**
 - No-action
 - Alternative A – 4-lane, divided with depressed median
 - Alternative B – 4-lane, divided with two-way left-turn lane or raised median
 - Alternative E – 4-lane, divided with F-shaped barrier
 - Robinson Loop Road and the Sterling Highway intersection alternatives
- **Preferred alternative**
 - Alternative A – 4-lane, divided with depressed median
- **Typical road cross sections**
- **Horizontal and vertical alignment**
- **Erosion and sediment control**
- **Drainage**
- **Soil conditions**
- **Access control** (driveway and side street access)
- **Traffic analysis**
- **Safety improvements**
- **Right-of-way**
- **Pedestrian and bicycle facilities**
- **Utility relocation and coordination**
- **Structural road cross section and pavement design**
- **Cost estimate**
- **Environmental considerations**
 - Wetlands
 - Fish habitat
 - Wildlife
 - Hazardous Materials
 - Noise
- **Maintenance considerations**
- **Public and agency involvement**
- **References**

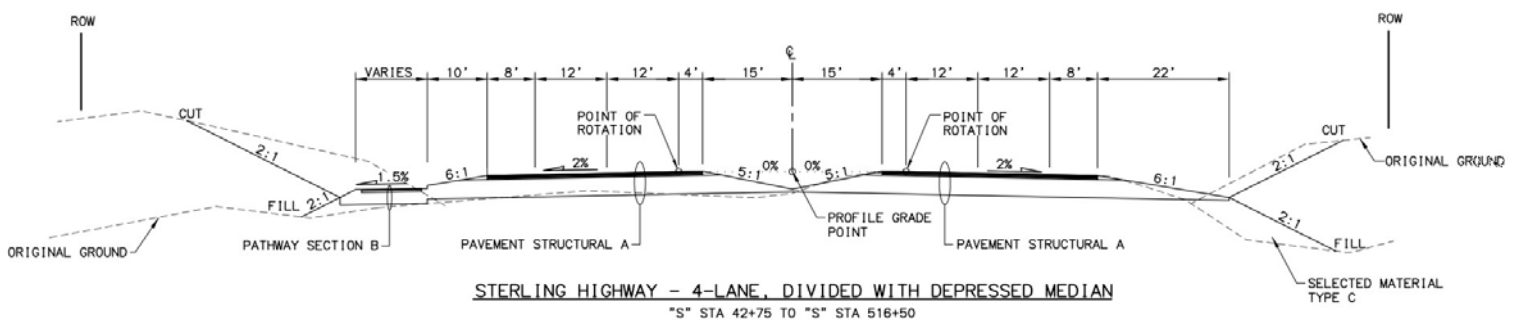
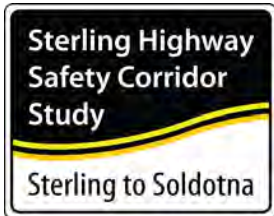


Figure 1 Preferred Alternative A – 4 Lane, divided with Depressed Median Cross-Section

For more information, contact:

Anne Brooks, P.E. Public Involvement Coordinator
Brooks & Associates
Toll Free Phone: 866-535-1877
E-mail: comments.brooksalaska@gmail.com

Watch for updates on the web at: www.sterlinghwy.com



FACT SHEET – Crash and Congestion

Traffic Safety Corridor Designation

Traffic Safety Corridors were authorized by the Alaska Legislature and signed into law in May 2006. The Sterling Highway segment between Sterling and Soldotna was identified as one of five traffic safety corridor candidates based on crash severity and minimum crash thresholds developed by DOT&PF to identify roadway segments to receive traffic safety corridor consideration. This traffic safety corridor was officially designated in June 2009.

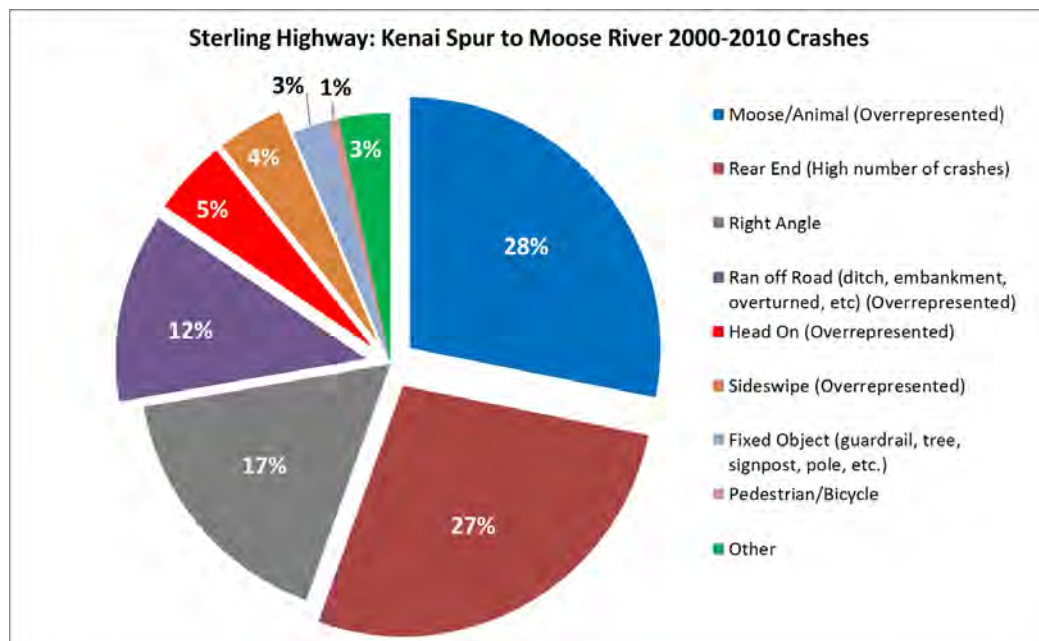
A traffic safety corridor designation is an indication of the higher crash rates and crash severity experienced in these areas. Like “Work Zones,” the traffic offenses committed within these designated corridors come with double fines from law enforcement. The offense of passing within a no passing zone also comes with it the penalty of two additional points against a motorists’ license when it is committed inside a safety zone. This designation is intended as an interim solution until roadway improvements can be made to address the safety problems while reducing congestion, and increasing travel efficiency on this corridor.

Crash Statistics: Moose River Bridge to Kenai Spur Highway, 2000 to 2010

There were 721 crashes on the Sterling Highway between Kenai Spur Highway and the Moose River Bridge from 2000-2010. 579 of these crashes occurred on the two-way two-lane portion between Fred Meyer and the Sterling weigh station.

Crash Rates and Crash Severity

Overall highway segment crash rates are higher than average for rural two-lane highways in Alaska and fatal crashes (nearly all head-on) are more here than what we find on “typical” highways of this type.



Between 2000 and 2012

- There were a total of 12 fatal crashes resulting in 16 deaths on the Sterling Highway. 10 of these crashes and 13 of the deaths occurred between Boundary Street and Evergreen Street.

- There were 24 major injury crashes resulting in 39 major injuries on the Sterling Highway requiring hospitalization.
- The Sterling Highway average annual Fatal Accident Rate (fatalities per 100,000,000 vehicle-miles) was 3.28 which is considerably higher than the Statewide Fatal Accident Rate (1.60) and the National Fatal Accident Rate (1.37).

Crash Mitigation Strategies for frequently occurring crashes

The following crash types are over-represented or high in the Sterling Highway Safety Corridor Study area.

Head-On Crashes

Mitigation Strategies:

- Install depressed median to provide separation between opposing traffic.
- Install median barrier (concrete, metal, etc.) to achieve physical separation.
- Install centerline rumble strips to provide audible warning of encroachments into the opposing lane such as those currently present on Sterling Highway).

Rear End and Sideswipe Crashes

Mitigation Strategies:

- Install left-turn or right-turn lanes to separate slower speed turning traffic from higher speed thru traffic.
- Improve advance intersection signing to warn motorists of upcoming intersections.
- Consolidate access points to reduce the number of turning locations, thus reducing the potential for conflicts.

Moose-Vehicle Crashes (80% occurred at night)

Mitigation Strategies:

- Install highway lighting to address moose crashes that occur at night.
- Fencing could address moose crashes; however, this option is only effective where there are few access points to the highway, which is not the case for the Sterling Highway.

Run off Road Crashes

Mitigation Strategies:

- Install Rumble Strips on shoulders (currently present on Sterling Highway)
- Widen shoulder and/or travel lane (currently present on Sterling Highway)
- Flatten side slopes (side slopes are currently 4:1 or flatter except for areas with guardrail). Note that this may not prevent the run-off-road event, but would make the crash less severe by allowing the driver to regain control and preventing roll-overs).
- Install additional lighting to supplement the existing lighting at channelized intersections.

What happens to crash rates if we do nothing?

If no changes are made to the Sterling Highway, crashes are expected to continue to rise – with 22% more crashes per year between 2031 and 2040 than there were between 2000 and 2010 based on detailed modeling of the current roadway horizontal and vertical alignment, historical crash data, and other geometric information. The current distribution of severity is not expected to change, so the number of major injury and fatalities would continue to rise.

For more information contact:

Anne Brooks, P.E. Public Involvement Coordinator

Brooks & Associates

Toll Free Phone: 866-535-1877

E-mail: comments.brooksalaska@gmail.com

Watch for updates on the web at: www.sterlinghwy.com

Updated January 11, 2016

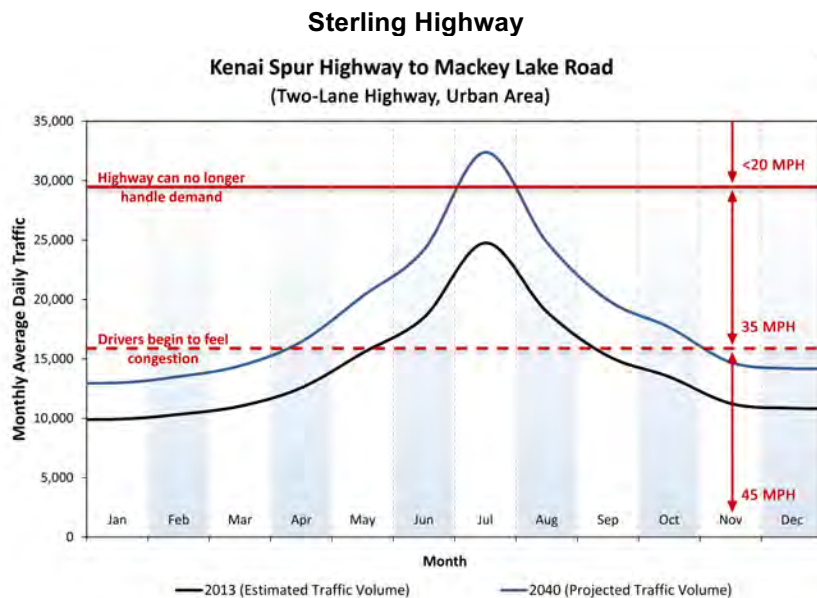
FACT SHEET – Volumes, Function and Speed

Traffic engineers design roads based on the current and projected number of vehicles using the road. In addition, traffic engineers consider the function of the road, i.e., is the road used mostly for access to subdivisions or as a means of travel between communities – to get between Homer and Anchorage for example.

Traffic Volumes

Analysis of historical traffic volumes on the Sterling Highway, local and area historical population, and forecasted population growth resulted in a predicted traffic growth rate on this corridor of 1% per year, or a 30% increase in traffic volumes by 2040.

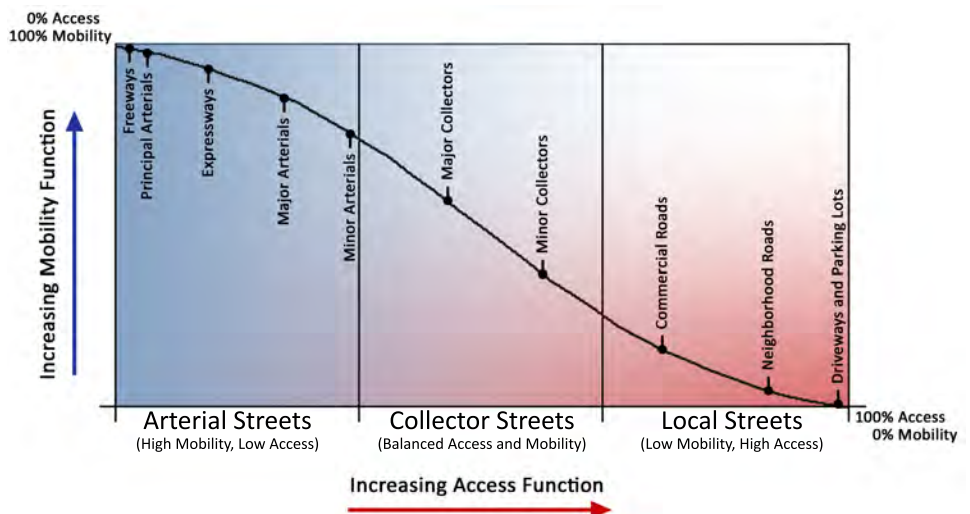
Seasonal traffic volumes on the Sterling Highway are characterized by sharp increases in traffic during the summer months.



Roadway Function

The Sterling Highway is classified as a National Highway System interstate principal arterial route.

The primary function associated with interstate principal arterials is the movement of goods and services with limited, safe, access. Principal arterials are intended to serve corridor movements having longer trip lengths. From experience, we know that routes with a high degree of direct access greatly diminish mobility and safety for a corridor. As such, direct access to



adjacent land uses on this interstate should be controlled, although access cannot be eliminated because there are no other accesses in many areas.

Some of the strategies that are successful in preserving mobility and controlling access conflicts include:

- Consolidating driveways and streets;
- Adding frontage roads; and
- Limiting driveway and minor street access points to right-in and right-out movements only (requiring some out of direction travel).

Speed Study Results

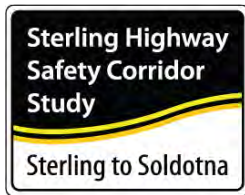
Speed studies taken at several locations along the Sterling Highway between Sterling and Soldotna show that the majority of drivers are adhering to the existing 55 MPH posted speed limit, reducing their speed as they approach the more urbanized environment in Soldotna.

For more information contact:

Anne Brooks, P.E. Public Involvement Coordinator
Brooks & Associates
Toll Free Phone: 866-535-1877
E-mail: comments.brooksalaska@gmail.com

Watch for updates on the web at: www.sterlinghwy.com

Updated January 11, 2016



Meeting Notes

SUBJECT: Anchorage Transportation Fair
PROJECT NO.: Z548300000
GROUP: Public
DATE: Thursday, February 4, 2016
TIME: 4 to 8 p.m.
LOCATION: Alaska Airlines Center Auxiliary, University of Alaska
Anchorage, 3550 Providence Drive, Anchorage
MEETING OUTREACH: See Table 1. Meeting Outreach
MEETING ATTENDANCE: 383 people signed in
MEETING MATERIALS: Fact sheet, comment sheet
STAFF PRESENT: *DOT&PF*: Kelly Petersen

MEETING INFORMATION:

Attendees were greeted at the door and asked to sign in. They were provided with a program showing the layout of the event and a passport highlighting major projects. Over 80 Anchorage area transportation projects were represented. Community members were encouraged to ask questions of the project teams and to provide written comments. This project was represented by a fact sheet on the Sterling Highway Corridor table.

Attendees submitted the following general comments about the Transportation Fair.

- Very good presentation, very knowledgeable. Thanks!
- The fair was awesome! I wish I knew about it earlier. The food was awesome as well. Hope to see this expand!
- Please incorporate BMP's into all new and ongoing projects to prevent the introduction and spread of non-native invasive species through our transportation corridors. Together, we can make a difference for Alaska. Thanks!
- This fair is an excellent use of state money. Thanks.
- Thank you for again providing a convenient way for the public to learn of the many transportation related issues and projects in South Central Alaska. As usual, I learned about projects that I hadn't been aware of and now have current contacts. Items about which I want to continue to receive updated information. Thank you, too, for having the fire department there to demonstrate child safety equipment. For the last year I had a question about a booster seat that I didn't take the time to stop at a station to get an answer. The fire personnel at your event were able to quickly answer my question and demonstrate the use of the particular booster seat about which I had a concern. Thank you to Quantum Spatial for providing the handy bags. It made it much easier to carry the

information sheets that I gathered during the event. I'm looking forward to this event next year.

Table 1. Meeting Outreach

Date	Outreach method	Description
12/04/2015	Blog post	Information posted on the event blog, 1,100 page views in the last month
01/04/2016	Meeting notice to Brooks & Associates (BA) projects websites	Meeting notice posted on the public involvement page
01/06/2016	DOT&PF Online Calendar	Inviting the public to the event
01/13/2016 02/01/2016	Email notice and reminder to BA project lists	Provide email invitation to project stakeholders, 1,383 sent, 31-36% open rate
01/13/2016	Community calendars	A request was sent to the <i>Alaska Dispatch News</i> , <i>Anchorage Press</i> , and KTUU to post the event on online calendars
01/14/2016	Event flier and a request to forward sent to all Anchorage area elected officials	Inviting the public to the event
01/20/2016 02/02/2016	Notice sent to all community councils	Notice of event sent to community council memberships
01/21/2016 02/04/2016	Facebook and Twitter update on DOT&PF's page	Inviting the public to the event
01/22/2016 01/29/2016 02/03/2016	What's Up Listserve	Announcement inviting the public to the event
01/22/2016 01/29/2016	Municipality of Anchorage Bulletin	Inviting the public to the event
01/22/2016	Municipality of Anchorage website notice	Inviting the public to the event
01/23/2016	Facebook boosted post about event	Reach of 13,658, 125 photo clicks, 206 post likes, 53 new DOT&PF page likes, 35 shares, and 12 comments
01/25/2016	Public service announcement	Request to air the event announcement sent to Anchorage area radio and television stations
01/26/2016	<i>Alaska Dispatch News</i> display ad	Inviting the public to the event
01/28/2016 02/01/2016 02/04/2016	Facebook notice on People Mover page	Inviting the public to the event
02/01/2016	Press release	Released by DOT&PF
02/02/2016	GovDelivery	Inviting the public to the event, sent to 3,432 email addresses, 1,678 total opens

Date	Outreach method	Description
02/02/2016	Flyers on People Mover buses	Event flyer posted on People Mover bus bulkheads
02/03/2016	Channel 11 news piece about the Fish Creek Trail project that mention the Anchorage Transportation Fair	Earned media event notice

Documents on file:

Fact Sheet

Comment sheet

Sign-in sheet

Meeting graphics

Public Comments

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Public Comments 2013, ChronologicalD-11
Public Comments 2014, ChronologicalD-166
Public Comments 2016, ChronologicalD-212

*No comments were submitted in 2015.

Appendix D, Public Comment Summary

Category	Issue Statement	Sample Comment	Response
Acceleration/Deceleration Lanes	Commenters desired acceleration and deceleration lanes at busy intersections.	Provide a lane to get up to traffic speed when entering the highway from side streets, such as Mackey Lake Road.	Warrants for acceleration and deceleration lanes will be evaluated during the next phase of design.
Access	A commenter said existing uses on Murray Lane (church and assisted living facility with many emergency and taxi trips) make Murray Lane a better choice for a median opening than Deville Road.		The team explained that Deville Road has the potential for many more trips than Murray Lane. The team showed the commenter some roadway connections that the KPB could make that would allow Murray Lane users to access the Sterling Highway either at the Deville Road median opening or at the Jim Dahler intersection.
Access	Move Deville Road intersection to line up with Murray Lane instead of Penny Lane.		This is outside of the scope of this project.
Access	It was requested that a median opening be maintained at On Par Lane for fire response access from the Forestry building.		The team is looking into this request.
Access	Realign so that Mayoni Street and Beacon Hill Street line up to allow a median opening intersection (1/4-mile spacing). There are lots of businesses between mile 91 and Boundary Street.		Realignments may be considered during upcoming phases of design.
Access	There was a request to have a median opening at Nina Robinson Avenue.		Typically, median openings will be provided at 1/2 mile spacing.
Access	We would much prefer 5 lanes with center turn lane for all of the City Limits of Soldotna.		The Preliminary Engineering Report shows the analysis leading the team choosing the preferred alternative of beginning the divided highway near Heath Place

Appendix D, Public Comment Summary

Category	Issue Statement	Sample Comment	Response
Alternatives to Consider	<p>I support team consideration of the following alternatives:</p> <ul style="list-style-type: none"> • Shoulders • 4-lane divided highway with turn lanes at busy intersections • 5-lane roadway like Sterling • Center turn lane • Left-turn lanes • Traffic signals • Left-turn middle lane • Multi-use pathway 	Please consider the following design for the Sterling Highway.	<p>within the City of Soldotna.</p> <p>The team posed alternatives at the December 10, 2013 public meeting and sought public input on them.</p> <ul style="list-style-type: none"> • A. 4-lane, divided with depressed median • B-1. 4-lane, divided with two-way left-turn lane or raised median, urban • B-2. 4-lane divided with two-way left-turn lane, rural • C. 2-lane divided • D. 4-lane, divided with alternating passing lanes • E. 4-lane, divided with F-shaped barrier
Business Impacts	I believe the divided highway alternatives will negatively impact businesses.		The team is aware that access to businesses would change, but increasing safety, including business customer safety, on the highway is a DOT&PF priority.
Business Access	Vehicles stopped to turn left into businesses block through traffic on the Sterling Highway.	People are passing those stopped in the highway waiting to turn into a business on the shoulders of road.	This will be evaluated during upcoming phases of design.
Business Access	Concerns about U-turns and access to Lynden property for large trucks 100' in length or more.		Turning radius for large vehicles will be evaluated in during upcoming phases of design.
Cell Phones	Commenters felt cell phone use should be illegal on the Sterling Highway.	Outlaw use of cell phones by drivers on the Sterling Highway between Soldotna and Sterling.	This is outside the scope of the project.

Appendix D, Public Comment Summary

Category	Issue Statement	Sample Comment	Response
Cost	There was concern about the cost of the project considering the current fiscal situation.	This would include hands free headsets. Studies show cell phone use decreases driver's concentration and makes them inattentive to driving.	The project need has been added to the Statewide Transportation Improvement Program (STIP) for Federal funding.
Drainage	A representative from Solid Rock Bible Camp expressed concerns about drainage. He was concerned that as more water flows off the highway because of more lane pavement, it could increase the height of the water table in the surrounding area, potentially impacting their water treatment and waste water facilities. Solid Rock Bible Camp has spent a lot of money improving these facilities and does not want to have the water table raised further.		The drainage along the roadway will be fully evaluated during upcoming phases of design.
Drainage	There is a section of the Sterling Highway that sinks near Big Johns Chevron station.		The drainage and soils along the roadway will be fully evaluated during the next phase of design.
Dust	Dust kicked up by off road vehicles along the highway creates safety problems.	We have got to do something to control the massive dust clouds being generated by the wheelers along the highway causing loss of visibility for motorists using the highway.	This area is within the road right-of-way that will be used for the planned highway and multi-use pathway.
Enforcement	Commenters desired increased enforcement of speed limits, driving with	More State Troopers in the area during high traffic times would be	Noted. The Sterling Highway enjoys increased enforcement due

Appendix D, Public Comment Summary

Category	Issue Statement	Sample Comment	Response
Entering and Exiting the Highway	<p>lights on, backing up more than five cars, etc.</p> <p>Commenters requested left-turn lanes or right-turn lanes to make it easier to enter and exit the highway at key intersections. Locations mentioned in comments: Mackey Lake Road, Evergreen Drive, Sterling Transfer Station, Sterling Post Office, Midway Drive, Robinson Loop, Sharkathi Avenue, Boundary Street, and Fairway Circle.</p>	<p>helpful to enforce the speed limit, driving with your lights on, etc. Increase the fines.</p>	<p>to its designation as a Highway Safety Corridor.</p> <p>The preferred alternative provides intersection median openings in the four-lane divided highway at the following intersections with the Sterling Highway: Makey Lake Road, Fairway Drive, Boundary Street, South Jawle Street, Isobel Street, Burns Lane, Walker Street/Jim Dahler Road, Murray Lane, Penny Lane/Deville Road, Saint Theresa Road, Tustumena Street/Robinson Loop Road, Station 370+00 (unnamed), Evergreen Street, Lakewood Road, Station 437+00 (unnamed), Lois Street, Skeeter Street, and Swanson River Road.</p>
Environmental	<p>A resident who lives on Whisper Lake was concerned the lots along the southern portion of the lake may be used as a gravel source. She did not want any disruption to the lake as there is a lot wildlife use. She was also concerned about lake water levels and did not want to see them change.</p>		<p>Location of gravel sources is outside of the project scope. Permitting the locations of gravel source sites is a function of Kenai Peninsula Borough (KPB).</p>
Environmental	<p>There was concern about moose crossing the highway and whether any moose crossings or other types of crash mitigation would be constructed as part of</p>		<p>Clearing roadside of vegetation and increasing highway lighting could reduce moose crashes.</p>

Appendix D, Public Comment Summary

Category	Issue Statement	Sample Comment	Response
Fatal Crashes	I know someone that was killed on the Sterling Highway.	This year a fatal accident occurred, leaving a family without a father.	Safety is the key purpose for the project.
Frontage and Backage Roads	People commented on trying to shift local traffic off the highway by making connections on different adjacent streets.		Some connections may be considered in the next phase of design in coordination with KPB.
Interim improvements	I support interim improvements to the highway that would improve safety.		Noted.
Lighting, Continuous	Some commenters requested continuous lighting.	Install street lights from Mackey Lake Road to Fred Meyer.	The team indicated that continuous lighting is not being considered because new DOT&PF lighting policies introduced late last fall aim to reduce maintenance costs, which include electricity. Lighting will be considered at median openings and intersections.
Lighting, Intersections	Commenters requested lighting at various intersections along the Sterling Highway. Evergreen Drive was indicated for lighting because it is on a small hill and intersection lighting would help drivers be aware that an intersection is coming.	We need lights on the road! At minimum, lights at intersection road to Sterling Highway.	Lighting will be considered at median openings and intersections.
Maintenance	Winter maintenance should be enhanced.	Keep intersection of Sterling Highway with Mackey Lake Road well sanded during the winter/spring.	Noted.
Noise	There were two complaints about rumble strip noise pollution.		Noted.
Off-Road Vehicle Use	Commenters discussed off-road vehicle use in the corridor. Some favored		Noted.

Appendix D, Public Comment Summary

Category	Issue Statement	Sample Comment	Response
Passing on the Left	<p>outlawing off-road vehicle use in the right-of-way.</p> <p>Commenters described a common practice of passing right turning vehicles.</p>	<p>When there is a car slowing and blinking for a right turn, the traffic moves over to the left and passes on the left, requiring cars coming head on to move over to the fog line themselves to miss the nuts crowding them from your lane of traffic.</p>	<p>The widened corridor will provide for vehicles passing.</p>
Passing on the Right	<p>Commenters brought up incidences where vehicles passing on the right did so in an unsafe manner.</p>	<p>When there is a car slowing to turn left, the traffic just moves over past the fog lines and passes on the right.</p>	<p>The widened corridor will provide for vehicles passing.</p>
Pedestrian and Bicycle Facilities	<p>Commenters support a multi-use pathway between Sterling and Soldotna for bicycle and pedestrian use.</p>	<p>I would like to see the thought and planning put into place for a paved bike path from Sterling to Soldotna.</p>	<p>A multi-use pathway is being included in the road cross section for the full length of the project.</p>
Pedestrian and Bicycle Facilities	<p>Commenters suggested pedestrian underpasses for safe crossing of the Sterling Highway during summer months.</p>		<p>Noted.</p>
Pedestrian and Bicycle Facilities	<p>The bike lane should be separated from the roadway wherever possible to increase safety factor.</p>		<p>A separated multi-use pathway is being included in the road cross section for the full length of the project.</p>
Project Delivery Schedule	<p>Commenters wanted the improvements to be constructed soon.</p>	<p>We really need to proceed as soon as possible.</p>	<p>Noted.</p>
Project Phasing	<p>Commenters suggested preferences on where the project should start if phased.</p>	<p>Any improvements, if phased, should begin in Soldotna because it is the population center.</p>	<p>Phasing, if necessary, will be developed close to design completion.</p>
Right-of-Way	<p>Shown right-of-way may be wrong for lots in between On Par Lane in Fairway</p>		<p>Right-of-way to be verified during the next phase of design.</p>

Appendix D, Public Comment Summary

Category	Issue Statement	Sample Comment	Response
Right-of-Way	Drive. A commenter inquired if right-of-way would be required from their property.		The team confirmed that right-of-way would not be needed from the property and informed the property owner.
Driveway	There is a future permitted driveway for the lots just east of Beacon Hill Street that is not shown on the graphics.		Noted.
Safety	Frosty slick road conditions exist at Station 175+00 near the Solid Rock Bible Camp driveway. There was a request to lower the crest curve.		Noted.
Safety	One person felt that the four-lane divided highway would be less safe than the existing highway. He worried that he would not be able to make a U-turn with his truck pulling a boat trailer.		The team informed him that turning movements had been checked and are designed to accommodate vehicles larger than a truck-boat trailer combination. The commenter indicated that he still felt it would be unsafe.
Safety	One commenter voiced concern that crashes are more likely to occur as vehicles down-shift while climbing a grade because he felt cars would slide sideways as the vehicles changed gears.		Noted.
Safety Corridor	When the road is upgraded the “Safety Corridor” designation should be removed. Most of the public feel the reason for the designation is not as much about safety as it is about more government control.		The ultimate goal of the DOT&PF and the project is to remove the Safety Corridor Designation when the improvements are in place.
School Buses	Several people asked about how buses were going to stop and if there were going to be bus pullouts. One person was a high		The team noted that when there are two lanes in each direction, the bus stops on the Sterling Highway

Appendix D, Public Comment Summary














































Category	Issue Statement	Sample Comment	Response
	school student expressing frustration with having to stop all the time on the existing highway. Another was a school representative concerned about bus pick-up locations and turnarounds. A third person asked if there was a possibility of developing school bus pullouts to get the buses off the highway while they make their pick-ups.		would be less disruptive to through traffic and with a depressed median and same side student pickup, vehicles traveling in the opposite direction would not be required to stop for the bus.
School Zone	A Sterling Community Center representative requested better school zone flashing lights that are bright and are not obstructed by other objects along the highway. They also requested crosswalks at Swanson River Road/Scout Lake Road to provide more safety to pedestrians near Sterling Elementary School.		To be evaluated during the next phase of design.
Sight Distance	Lower hillcrest height in area of Evergreen Drive.		All intersection and side street sight distance to be evaluated in the next phase of design.
Speed	Commenters requested changes to the speed limit. Comments ranged from lowering to 45 miles per hour to leaving it at the current speed to reduce driver frustration and passing. Seasonally adjusted speed limits were also suggested. Commenters mentioned 65 miles per hour speed in conjunction with a 4-lane divided highway.	Slow speed limit from Fred Meyers to Mackey Lake Road. Reduce speed limit to at least 45 miles per hour north of Mackey Lake Road.	There is no plan at this time to reduce the speed limit on the highway.
Speed Control	Commenters suggested use of mobile speed cameras to control traffic speeds in the corridor.	Use mobile speed cameras that issue tickets to enforce speed limits. Change the locations of the	Traffic enforcement is conducted by Alaska State Troopers.

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Category	Issue Statement	Sample Comment	Response
Support for Project	Many comments were heard in support of the project.	cameras regularly.	Noted.
Timing of Improvements	Commenters wanted to see faster completion of improvements to the Sterling Highway.	Quit studying—do something!	The next project development step is completing the environmental document and detailed design; followed by right-of-way acquisition and utilities relocation and ultimately construction. The project need has been added to the Statewide Transportation Improvement Program (STIP) for Federal funding.
Traffic Signals	Commenters requested traffic signals at various locations along the Sterling Highway.	Provide traffic signals at major Sterling Highway intersections. The signals would provide gaps in traffic for people entering the highway from side streets.	Traffic signal warrants will be evaluated during upcoming phases of design.
Traffic Volume	Traffic volumes are growing and very high in the summer.	With the tourists, fisherman, and dip-netters the traffic has been incredible (July 2013).	Noted.
Traffic Volume	One person disagreed with the Draft Preliminary Engineering Report's depiction of no side street growth at the Jim Dahler/Forest Lane intersection for the 2040 design year.		Noted.
Young Drivers	Young drivers do not have the experience to drive defensively.	I've been almost rear ended numerous times because people simply will not slow down or they are too distracted to notice my stopped vehicle. As a seasoned driver, I can sometimes do	Noted.

Appendix D, Public Comment Summary

Category	Issue Statement	Sample Comment	Response
		something to avoid a problem. A 15 or 16 year old does not have this wherewithal.	

2013 Comments	
	20130611emTeamtoBest(KenaiBorough).pdf
	20130614emHartley(KenaiBorough).pdf
	20130620emConway(SenatorGiessel).pdf
	20130628emCoursen.pdf
	20130628emCoursen2.pdf
	20130703emTeamtoRhoades(Safeway).pdf
	20130715_PublicServiceAnnouncement_FINAL.pdf
	20130716_SterlingPostcard7_2013_v3.pdf
	20130718_ADNOnlineCalendar.pdf
	20130718_Affidavit_ADN.pdf
	20130718_ClarionAdAffidavit.pdf
	20130718_HomerNewsOnlineCalendar.pdf
	20130718_OnlineNotice.pdf
	20130718_SocialMediaNotices_abedits.pdf
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	20130718_SterlingAdHomer7_13v3.pdf
	20130718_SterlingAdPeninsulaClarion7_13v2.pdf
	20130718emMooy(HomerNews).pdf
	20130718emTeamtoStakeholders.pdf
	20130718emVanEllen(KBBI).pdf
	20130720_BagStufferFlyer.pdf
	20130721emTeamtoStakeholders.pdf
	20130722_SterlingCommentsFacebook_ab.pdf
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	20130723emJohnson.pdf
	20130723ltrForsi.pdf
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	20130724emConway(SenatorGiessel).pdf
	20130724ltrSterlingCommunityClub.pdf
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	20130725emTeamtoMerkes.pdf
	20130729artPeninsulaClarion.pdf
	20130730emFassler.pdf
	20130801emNash.pdf
	20130802emWelles.pdf
	20130813emTeamtoWilliams(KenaiBorough).pdf
	20130823emLautaret.pdf
	20130824emJensen.pdf
	20130904_AgencyLetter_54830_SterlingHwy_SafetyStudy_AgencyScoping.pdf
	20130904emGlass(CIRI).pdf

20130927emFocose(RepChenault).pdf
20131030emConway(SenGiessel).pdf
20131105emDaniels.pdf
20131201emAnderson.pdf
20131203_OnlineNotice.pdf
20131203emDerleth.pdf
20131203emDusek.pdf
20131203emTeamtoStakeholders.pdf
20131203emWeld.pdf
20131204_PeninsulaClarion_Affidavit.pdf
20131204tcFassler.pdf
20131209emHohl.pdf
20131209emOsowski(PeninsulaClarion).pdf
20131209emTeamtoStakeholders.pdf
20131210csAnderson.pdf
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20131217emTeamtoStakeholders.pdf
20131219csJohnson.pdf
20131219csWelles_Nikki.pdf

Anne Brooks <a.brooks@brooks-alaska.com>
To: "Best, Max" <MBest@borough.kenai.ak.us>
Cc: Anne Brooks <a.brooks@brooks-alaska.com>, Camden Yehle <camden@brooks-alaska.com>
Re: Sterling Highway

June 11, 2013 3:01 PM

Thanks Max.

We will work with Patti when we are ready to start our outreach.

Anne

M. Anne Brooks P.E.
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Please consider the environment before printing this e-mail

On Jun 11, 2013, at 11:03 AM, "Best, Max" <MBest@borough.kenai.ak.us> wrote:

Anne,
Patti Hartley is Planning's Facebook coordinator.
Max.

From: Anne Brooks [mailto:a.brooks@brooks-alaska.com]
Sent: Tuesday, June 11, 2013 10:11 AM
To: Best, Max
Cc: Anne Brooks; Camden Yehle
Subject: Sterling Highway

Max -- thanks for your time and input this morning.

The following is a description of our project scope:

The Alaska Department of Transportation and Public Facilities (DOT&PF) Sterling Highway Safety Corridor Study: Sterling to Soldotna project is located in the Kenai Peninsula Borough. The purpose of the project is to address many of the concerns that have made this section of the Sterling Highway into a designated safety corridor. These concerns include a high number of fatal and major injury crashes and an over-capacity roadway during the peak fishing season. Over the course of this study elected and municipal officials as well as residents and agencies will be interviewed to provide further insight into existing issues and possible solutions. There will be three public meetings and several listening posts that will all provide an opportunity incorporate local knowledge into the preliminary engineering.

The final result of the project will be environmental documentation, a summary of public and agency outreach, preliminary decision document of alternatives, and preliminary engineering for the preferred alternative.

We are working with DOT&PF project manager, Cynthia Ferguson and prime engineering consultant

Hattenburg Dilley & Linnell LLC. We are a sub to HDL for public involvement. The DOT&PF received a general fund appropriation to advance this work.

Please send your Facebook coordinator's contact information and any questions you might have. Our plan is to be on the peninsula in mid to late July listening to folks concerns, ideas and issues with the current Sterling Highway between Sterling and Soldotna.

M. Anne Brooks P.E.

Brooks & Associates ([NOTE NEW ADDRESS](#))

1704 Bannister Road

Anchorage, AK 99508

E-mail: a.brooks@brooks-alaska.com

Tel: 907-272-1877

Toll Free: 866-535-1877

Please consider the environment before printing this e-mail

Anne Brooks <a.brooks@brooks-alaska.com>

June 14, 2013 8:09 AM

To: "Hartley, Patricia" <PHartley@borough.kenai.ak.us>

Cc: Anne Brooks <a.brooks@brooks-alaska.com>, Camden Yehle <camden@brooks-alaska.com>

Re: Sterling Highway

Patti -- thanks for the follow up. We are still getting the project underway and setting dates, etc. As we develop the schedule and materials, we'll get in touch with you to schedule. We appreciate your willingness to assist in our Sterling Highway Safety Corridor Study.

I've copied my assistant, Camden Yehle, so you have contact information for us both. We both use the same address and phone number shown below. The email addresses are different. You might receive the information for posting from either one of us.

Anne

M. Anne Brooks P.E.
Brooks & Associates (NOTE NEW ADDRESS)
1704 Bannister Road
Anchorage, AK 99508
E-mail: a.brooks@brooks-alaska.com
Tel: 907-272-1877
Toll Free: 866-535-1877

Please consider the environment before printing this e-mail

On Jun 14, 2013, at 7:43 AM, "Hartley, Patricia" <PHartley@borough.kenai.ak.us> wrote:

Good Morning,

I would like to introduce myself to let you know that I am the Kenai Peninsula Borough Planning Department's Administrative Assistant who also is the Facebook coordinator for our department. I understand from the following email and Max Best that you would like to post a link to a survey for public comment regarding the Sterling Highway Safety Corridor. Please send me any information you would like posted on the Borough's Facebook page. I would also be happy to post it on the Planning Department's webpage as well.

Thank you!

Patti Hartley
Administrative Assistant
Kenai Peninsula Borough Planning Department
(907) 714-2215

From: Best, Max
Sent: Tuesday, June 11, 2013 11:04 AM
To: 'Anne Brooks'
Cc: Hartley, Patricia
Subject: RE: Sterling Highway

Anne,
Patti Hartley is Planning's Facebook coordinator.
Max.

From: Anne Brooks [<mailto:a.brooks@brooks-alaska.com>]
Sent: Tuesday, June 11, 2013 10:11 AM
To: Best, Max
Cc: Anne Brooks; Camden Yehle
Subject: Sterling Highway

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M. Anne Brooks P.E.
Brooks & Associates ([NOTE NEW ADDRESS](#))
1704 Bannister Road
Anchorage, AK 99508
E-mail: a.brooks@brooks-alaska.com
Tel: 907-272-1877
Toll Free: 866-535-1877

Please consider the environment before printing this e-mail

From: Biloon, Joselyn (DOT)
Sent: Thursday, June 20, 2013 12:00 PM
To: Conway, Jane M (LAA)
Cc: Ferguson, Cynthia (DOT); Feller, Ricky (DOT); Post, David E (DOT)
Subject: RE: how timely I met you.....

Hi Jane,

It was nice to put a face to a name yesterday and great to get to visit for a while.

Regarding your constituent question:

The current gravel dusty pathway is a remnant of the old road embankment that was left after the road was improved years ago. It was not a planned or engineered pathway. It is now used primarily by 4-wheelers with some pedestrian use and not given extra maintenance by DOT. I cannot find any history of a planned pathway out there in our records.

The good news is that there is currently a project studying that corridor, looking at the safest way to improve that part of the Sterling Highway. The consultant doing the public outreach is Anne Brooks a.brooks@brooks-alaska.com or (866) 535-1877 toll free. She will be on the Kenai this July, soliciting public opinions and comment on this corridor. There may be the possibility for a designed formal non-motorized trail/sidewalk/pathway for this project so public input is very important. I would encourage your constituent to contact Anne Brooks with their comments/concerns.

Let me know if there is anything else I can do.

Thanks

Joselyn Biloon
Area Planner
AK DOT&PF

From: Jane Conway [mailto:Jane.Conway@[akleg.gov](mailto:Jane.Conway@akleg.gov)]
Sent: Thursday, June 20, 2013 11:15 AM
To: Biloon, Joselyn (DOT)
Subject: how timely I met you.....

Hi Joselyn:
Great to meet you yesterday!

So, we have a constituent in Sterling that is asking about a bike path from Sterling area to Soldotna. He claims that there was research done on that years ago, but nothing came of it.

Right now there is a gravel (dry and super dusty!) path mostly used by pedestrians and 4-wheelers on the side of the road.

I know there are a lot of stipulations that go along with creating bike paths.....

So can you find out if there ever was discussion about this bike path and let me know....and any other information that would be useful as well??

Cheerio!

jane

Jane M. Conway

Staff to Senator Cathy Giessel
145 Main Street Loop, Suite 227
Kenai, Alaska 99611
907-283-0245

Public Comments <mycomments@brooks-alaska.com>

June 28, 2013 8:28 AM

To: "Coursen, Tom R" <Tom.R.Coursen@conocophillips.com>

Cc: Public Comments <mycomments@brooks-alaska.com>, Dennis Linnell <dlinnell@hdlalaska.com>, Randy Kinney <randykinney.kinneyeng@alaska.net>, Cynthia Ferguson <cynthia.ferguson@alaska.gov>, Heather Campfield <hcampfield@hdlalaska.com>, Jessica Miranda <jessica.miranda@alaska.gov>

Re: Bike path / walk way Sterling to Soldotna

Tom -- I forgot to finish my sentence before it hit send. The website will have a feature that will allow you to identify the areas where the dust kicked up by the off road vehicles is the worst.

M. Anne Brooks P.E.
Public Involvement Specialist
Brooks & Associates
E-mail: mycomments@brooks-alaska.com
Tel: 907-272-1877
Toll Free: 866-535-1877

Please consider the environment before printing this e-mail

On Jun 28, 2013, at 8:26 AM, Public Comments <mycomments@brooks-alaska.com> wrote:

Tom -- thank you very much for your comments. We are just getting underway with the study and will certainly add your comments for consideration.

We will be in Sterling and Soldotna with a "mobile meeting" the 3rd week in July. Watch for our emails or flyers. We will also have a project web site up and running shortly and will forward you the link. The website will contain a tool that will allow you to pinpoint problem areas on

M. Anne Brooks P.E.
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Tel: 907-272-1877
Toll Free: 866-535-1877

Please consider the environment before printing this e-mail

On Jun 28, 2013, at 8:02 AM, "Coursen, Tom R" <Tom.R.Coursen@conocophillips.com> wrote:

Anne, I understand you are coordinating some of the Sterling Highway improvements that may be planned for the future. I would like to see thought and planning put into place for a paved bike path from Sterling to Soldotna. After seeing the number of people that utilize the path along the Kenai Spur and K-Beach Road, it is obvious we NEED one from Sterling to Soldotna, that will tie in with the other paths. This would be a win win for people and business in Soldotna, as the Sterling route will add many participants to the pool of Bike Path users. ALSO, we have got to do something to control the MASSIVE DUST CLOUDS being generated by the wheelers along the highway. SOMEONE is going to get KILLED when they drive thru these dust clouds and find a car turning, or slowing to a crawl because they are not able to SEE. I am all in favor of "personal freedoms" in Alaska, but the good of the people is being stepped on by a few "out of control" people on wheelers and side by sides. Especially this summer, with all the sun and nice days.

Please consider this, pass on our concerns, and reply to me.

Thank you,
Tom Coursen

"Coursen, Tom R" <Tom.R.Coursen@conocophillips.com>

June 28, 2013 9:28 AM

To: Public Comments

RE: Re: Bike path / walk way Sterling to Soldotna

Anne, THANK YOU for your reply. I realize most road projects take years to put together , and Rome was not built in a day. So this will be another work in progress.
Let's hope for the best , and hope for some funding !!

Tom

From: Public Comments [mailto:mycomments@brooks-alaska.com]

Sent: Friday, June 28, 2013 8:27 AM

To: Coursen, Tom R

Cc: Public Comments; Dennis Linnell; Randy Kinney; Cynthia Ferguson; Heather Campfield; Jessica Miranda

Subject: [EXTERNAL]Re: Bike path / walk way Sterling to Soldotna

Tom -- thank you very much for your comments. We are just getting underway with the study and will certainly add your comments for consideration.

We will be in Sterling and Soldotna with a "mobile meeting" the 3rd week in July. Watch for our emails or flyers. We will also have a project web site up and running shortly and will forward you the link. The website will contain a tool that will allow you to pinpoint problem areas on

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Public Involvement Specialist
Brooks & Associates
E-mail: mycomments@brooks-alaska.com
Tel: 907-272-1877
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Please consider this , pass on our concerns , and reply to me.

Thank you,
Tom Coursen

Public Comments <mycomments@brooks-alaska.com>
To: Susan Rhoades <Susan.Rhoades@safeway.com>
Cc: Public Comments <mycomments@brooks-alaska.com>
Re: #27-0548 - Parking Lot Approval

July 3, 2013 2:52 PM

Thank you Susan. We appreciate the opportunity to work with Safeway on this important study.

Anne

M. Anne Brooks P.E.
Public Involvement Specialist
Brooks & Associates
E-mail: mycomments@brooks-alaska.com
Tel: 907-272-1877
Toll Free: 866-535-1877

Please consider the environment before printing this e-mail

On Jun 27, 2013, at 12:01 PM, Susan Rhoades <Susan.Rhoades@safeway.com> wrote:

Ms. Brooks,

On behalf of Sharman Braff, attached is a copy of the parking lot approval. The original was mailed to your attention via USPS Mail today.

If you have any questions, please contact Del Miller.

Thank you.

Susan Rhoades
Safeway Inc.
Real Estate Law Department
5918 Stoneridge Mall Road
Pleasanton, CA 94588
Direct Phone: 925-226-5034
Fax: 925-467-3224
susan.rhoades@safeway.com

"Email Firewall" made the following annotations.

Warning: All e-mail sent to this address will be received by the corporate e-mail system, and is subject to archival and review by someone other than the recipient. This e-mail may contain proprietary information and is intended only for the use of the intended recipient(s). If the reader of this message is not the intended recipient(s), you are notified that you have received this message in error and that any review, dissemination, distribution or copying of this message is strictly prohibited. If you have received this message in error, please notify the sender immediately.

=====
<27-0548.pdf>

For Immediate Release Public Service Announcement

Suggested run dates: 7/18/2013 to 7/21/2013

The Alaska Department of Transportation & Public Facilities (DOT&PF) needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

The DOT&PF would like to write down your comments at a series of mobile meetings on the Sterling Highway Safety Corridor Study. Look for the RV with "DOT&PF MOBILE MEETING" on the side at the following locations:

Monday, July 22, 2013 in Soldotna
8 am to noon at Fred Meyer
2 pm to 6pm at Safeway

Tuesday, July 23, 2013 in Sterling
8 am to noon at Sterling Post Office
2 pm to 6 pm at the Sterling Community Center

To learn more about the project please visit www.sterlinghwy.com. For questions contact Anne Brooks toll free at 1-866-535-1877.

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KXBA-FM kwavefm@xyz.net
GCI Cable mmiller1@gci.com

Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830



For more information contact:

Anne Brooks
Public Involvement Coordinator
Brooks & Associates
Toll free: 866-535-1877
Email: sterlinghwy@brooks-alaska.com

www.sterlinghwy.com

The Alaska Department of Transportation & Public Facilities (DOT&PF) needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

The DOT&PF is seeking comment on a safety enhancement study for the Sterling Highway between Soldotna and Sterling. This segment of the Sterling Highway is one of four designated highway safety corridors in Alaska. This highway segment was designated a highway safety corridor because of its history of higher than average incidences of serious injury and fatal crashes. The study is part of DOT&PF's continuing efforts to bring focus on improving safety within designated safety corridors and will provide direction to DOT&PF on future safety enhancement projects. A four-lane divided highway provides the greatest safety benefit by physically separating opposing lanes of traffic and is the preferred solution, though other solutions will be considered in the study.

Stop by a mobile meetings in Soldotna or Sterling to share your experiences and ideas with the project team.

4 MOBILE MEETINGS

Soldotna
Monday, July 22, 2013

- 1 8 am to noon, Fred Meyer
- 2 2 -6 pm, Safeway

Sterling
Tuesday, July 23, 2013

- 3 8 am to noon, Sterling Post Office
- 4 2 -6 pm, Sterling Community Center

Look for the RV parked in the parking lot with "DOT&PF MOBILE MEETING" on the side.

If you are unable to attend or miss these meetings, do not hesitate to give us a call or log onto the project web site to comment.

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml. The ADOT&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 project should contact Anne Brooks at (907) 272-1877 to make necessary arrangements. Individuals with a hearing impairment can contact Relay Alaska at 711 for assistance.

Brooks & Associates
1704 Bannister Road
Anchorage, AK 99508-4021

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ANCHORAGE, AK

Sterling Highway Safety Corridor Study

Sterling to Soldotna

Mobile Meetings:

- Soldotna
Monday, July 22, 2013
- Sterling
Tuesday, July 23, 2013



Sterling Highway Safety Corridor Study Mobile Meeting

Monday, Jul 22 8:00a to 6:00p

at Fred Meyer, Soldotna, AK

The DOT&PF needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

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Tuesday, July 23, Sterling
8 am to noon - Sterling Post Office
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www....

Price free

Phone 1-866-535-1877

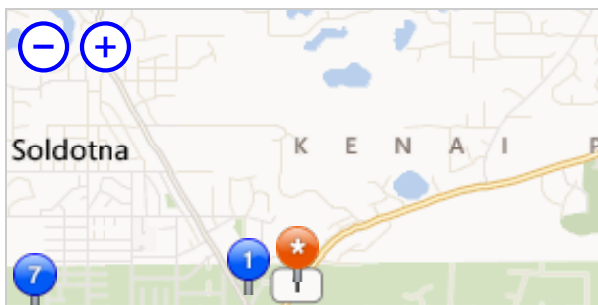
Category [Civic/Government](#)

Other Future Dates & Times

Date	Time	Type
Tue, Jul 23	8:00a	

Location & Nearby Info

[Fred Meyer](#), 43843 Sterling Highway Soldotna, AK 99669



Show nearby:

Bars Restaurants Hotels

- [Mykel's Restaurant & Lounge](#) 0.3 mi
- [Riverside House](#) 0.9 mi
- [Maverick Saloon](#) 1.1 mi

AFFIDAVIT OF PUBLICATION

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Michelle Williams

being first duly sworn on oath deposes and says that he/she is an representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

07/18/13

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Michelle Williams

Subscribed and sworn to before

Me this 23 day of July

20 14
Britney Thompson

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES

05/18/2014

**Sterling Highway
Safety Corridor
Study**

Sterling to Soldotna

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AKSAS Project No. 54830 The DOT&PF is seeking comment on a safety enhancement study for the Sterling Highway between Soldotna and Sterling. This segment of the Sterling Highway is one of four designated highway safety corridors in Alaska. This highway segment was designated a highway safety corridor because of its history of higher than average incidences of serious injury and fatal crashes. The study is part of DOT&PF's continuing efforts to bring focus on improving safety within designated safety corridors and will provide direction to DOT&PF on future safety enhancement projects. A four-lane divided highway provides the greatest safety benefit by physically separating opposing lanes of traffic and is the preferred solution, though other solutions will be considered in the study.

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--	--

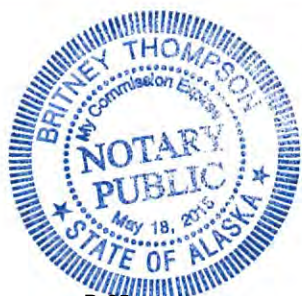
Look for the RV parked in the parking lot with "DOT&PF MOBILE MEETING" on the side.

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Email: sterlinghwy@brooks-alaska.com

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www.sterlinghwy.com



PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
 STATE OF ALASKA } ss:

Denise Reece being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the

Sterling Highway

a printed copy of which is hereto annexed was published in said paper one each and every day for one successive and consecutive day in the issues on the following dates:

July 18, 2013

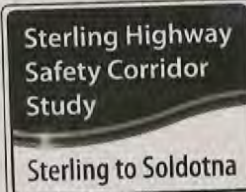
X Denise Reece

SUBSCRIBED AND SWORN to me before this 24th day of July, 2013

Jane Russell

NOTARY PUBLIC in favor for the State of Alaska.

My Commission expires 27-Aug-16



AKSAS Project No. 54830

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www.sterlinghwy.com

HOMER NEWS

<	Jul 2013	>				
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	01	02	03	04	05	06
07	08	09	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

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EVENTS

Sterling Highway Safety Corridor Study Mobile Meeting

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Monday, 22 July, 2013
08:00 AM - 06:00 PM

Cost:
free

Categories:
[Alcohol Free](#)
[Government](#)

Location: [Map](#) [Weather](#)
Fred Meyer
43843 Sterling Highway
Soldotna, AK 99669

Event Contact Info
Anne Brooks
Email: sterlinghwy@brooks-alaska.com
Phone: 866-535-1877
Website: [Click to Visit](#)

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Save to Your Calendar

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[Yahoo! Calendar](#)
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[iCalendar \(download\) \(subscribe\)](#)
[vCalendar \(download\)](#)

Other Dates For This Event

****Monday, 22 July, 2013**
Tuesday, 23 July, 2013

[View All Dates](#)

Featured Events

Saturday, 20 July, 2013

Performers needed for Street Faire! - 09:00 AM

Homer Street Faire - 10:00 AM

Monday, 12 August, 2013

Youth/Teen Circus Arts Camp, August 12-16 - 10:00 AM

- Bunnell
- CACS
- Community Rec Program
- HCOA
- Homer Public Library
- Islands & Ocean
- Kachemak Bay Campus
- Pratt Museum
- Pier One Theatre



Notice of Mobile Meetings for the "Sterling Highway Safety Corridor Study" Sterling to Soldotna: Project No. 54830

The Alaska Department of Transportation & Public Facilities (DOT&PF) needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

The DOT&PF is seeking comment on a safety enhancement study for the Sterling Highway between Soldotna and Sterling. This segment of the Sterling Highway is one of four designated highway safety corridors in Alaska. This highway segment was designated a highway safety corridor because of its history of higher than average serious injury and fatal accidents. This study is part of DOT&PF's continuing efforts to bring focus on improving safety within designated safety corridors and will provide direction to DOT&PF on future safety enhancement projects. A four-lane divided highway provides the greatest safety benefit by physically separating opposing lanes of traffic and is the preferred solution, though other solutions will be considered in the study.

Stop by our mobile meeting in Soldotna or Sterling to share your experiences and ideas with the project team.

Monday, July 22, 2013 in Soldotna
 8 am to noon at Fred Meyer
 2 pm to 6pm at Safeway

Tuesday, July 23, 2013 in Sterling
 8 am to noon at Sterling Post Office
 2 pm to 6 pm at the Sterling Community Center

Look for the RV parked in the parking lot with "DOT&PF MOBILE MEETING" on the side.

If you are unable to attend or miss these meetings, do not hesitate to give us a call or log onto the project web site to comment.

For more information contact:

Anne Brooks, Public Involvement Coordinator
 Brooks & Associates
 Toll Free Phone: 866-535-1877
 E-mail: sterlinghwy@brooks-alaska.com

www.sterlinghwy.com

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml

The ADOT&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 project should contact Anne Brooks at (907) 272-1877 to make necessary arrangements. Individuals with a hearing impairment can contact Relay Alaska at 711 for assistance.

Attachments, History, Details

Attachments
 None

Details

Department: Transportation and Public

Revision History

Created 7/18/2013 10:57:33 AM by arflippin
 Modified 7/18/2013 10:58:44 AM by arflippin

Category:	Facilities
Sub-Category:	Public Notices
Location(s):	Central Region
Project/Regulation #:	
Publish Date:	7/18/2013
Archive Date:	8/10/2013
Events/Deadlines:	<p>DOT&PF Mobile Meeting 7/22/2013 8:00am - 12:00pm View on Map</p> <p>DOT&PF Mobile Meeting 7/22/2013 2:00pm - 6:00pm View on Map</p> <p>DOT&PF Mobile Meeting 7/23/2013 8:00am - 12:00pm View on Map</p> <p>DOT&PF Mobile Meeting 7/23/2013 2:00pm - 6:00pm View on Map</p>

Sterling Highway social media notices in the format and tone that ADOT&PF is already using.

For Facebook:

To be posted 7/18:

The Alaska Department of Transportation & Public Facilities (ADOT&PF) needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

Here is the schedule for the mobile meetings:

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Tuesday, July 23, 2013 in Sterling

8 am to noon – Sterling Post Office parking lot

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www.sterlinghwy.com



Sterling Highway crash in February 2009.

To be posted 7/22:

For Kenai Peninsula folks, here is the Sterling Highway Safety Study mobile meeting schedule one more time. Look for the RV with the sign on the side.

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<< use photo of the mobile meeting rv >> (we will send this one to you once we have it)

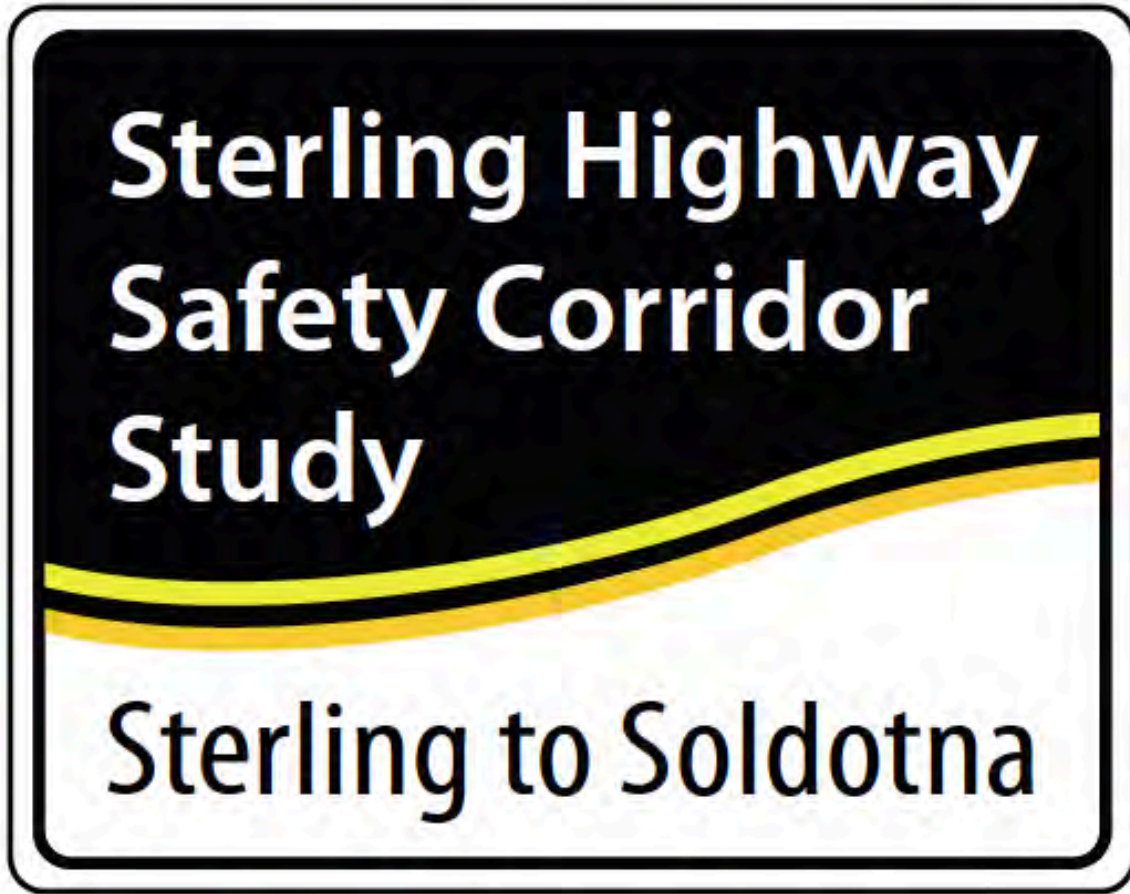
Ad: to be run in a series of variations from 7/16 to 7/21 for zip codes 99672 (Sterling), 99669 (Soldotna), 99611 (Kenai and Nikiski), 99610 (Kasilof), 99568, 99639 (Ninilchik), 99556 (Anchor Point), and 99603 (Homer)

Hot linked title at top: [Sterling Highway Safety Corridor Study](#)

Photo on left	Text on right
Crash photo (same as above)	Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor? DOT&PF wants to record your comments and ideas.
Project logo (below)	Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor? DOT&PF wants to record your comments and ideas.
Photo of the mobile meeting rv	Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor? DOT&PF wants to record your comments and ideas.

At bottom add "Like" button that links to ADOT&PF's page. It should show which

of your friends have already liked the page.
<https://www.facebook.com/AlaskaDOTPF?fref=ts>



Example facebook ad:

Back Pain Got You Down?



Click & learn about the 7 Secrets to Getting Rid of Your Back Pain—only for Alaskans.

👍 Like · Marisa Glieco and Barbara Siefert like Better Health Pain & Wellness Ctrs.



Tracy Went and 2 other friends like Target.

RELATED POST



Target

 Like Page

Fill in the blank: "My favorite candy bar for making s'mores is ____." #SummerUp

Like · Comment · Share ·  6,247  6,066  150 ·  Sponsored

For twitter:

7/16

We are having mobile meetings to talk about safety on the Sterling Hwy July 22, 23 in Soldotna and Sterling. Schedule at www.sterlinghwy.com

7/22

Sterling Hwy Safety Study mobile meetings start today in Soldotna and Sterling. Schedule and locations at www.sterlinghwy.com

Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

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Alisa Mooy <alisa.mooy@homernews.com>
To: Anne Brooks
Re: Sterling Highway Safety Corridor Study - Mobile Meetings

July 18, 2013 1:10 PM

That's what I thought.....but you know what happens when you assume!

Thanks and have a great rest of you week.

Alisa

On 7/18/13 1:08 PM, "Anne Brooks" <a.brooks@brooks-alaska.com> wrote:

Alisa - we are good. We included area media on our mass mailing list. You'll get notice of any web updates, project status newsletters, etc. When we have meetings, you'll get a ad to run and see a email notice with the same information.

Thanks for asking.

Anne
M. Anne Brooks P.E.
Brooks & Associates (NOTE NEW ADDRESS)
1704 Bannister Road
Anchorage, AK 99508
E-mail: a.brooks@brooks-alaska.com
Tel: 907-272-1877
Toll Free: 866-535-1877

Please consider the environment before printing this e-mail

On Jul 18, 2013, at 12:02 PM, Alisa Mooy <alisa.mooy@homernews.com> wrote:

Re: Sterling Highway Safety Corridor Study - Mobile Meetings
Hi Anne -

This appears to be the exact same ad that is running in the paper today. An I part of your mass emailing list?
Not an issue, just need to know if we are good.

Thanks,
Alisa

On 7/18/13 10:45 AM, "Anne Brooks" <a.brooks@brooks-alaska.com <x-msg://353/a.brooks@brooks-alaska.com> > wrote:

Sterling Highway Safety Corridor Study *Sterling to Soldotna*

AKSAS Project No. 54830

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For additional information contact:

Public Involvement Coordinator

Anne Brooks

Brooks & Associates

Toll free: 1-907-535-1877

Tel: 1-907-272-1877

Email: sterlinghwy@brooks-alaska.com <x-msg://353/sterlinghwy@brooks-alaska.com>

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http://r20.rs6.net/tn.jsp?e=001uBwzEjmhquuwMFANsNrT87-H0n6RA0B_G3YhisrhZg5gggqC7v1n7ivaujClF-OTz7Am-75JXhI7_qlasKK212RqMdhe6FhUmd7l_CmNezRMV6eC4WlhYpz5VIQ5xvEsvM-c8_u2bP10CbQDFVCLew==
http://r20.rs6.net/tn.jsp?e=001uBwzEjmhqusZvQ2USm-yNlpBugrKMy7fHXjR7Aq2O9G_mGEYyluHu8c5ByNjY0fwa-e164dcXTOZ5KNct9OBNOaNvCZhr8CFSmFoVi30RqDqOO57uWzVdlpOg7hr_yj62PuJWZQW9A=>

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<http://visitor.constantcontact.com/do?p=un&mse=001Qo1SzxA2oRTaFdKIxqzICWglRQbvzrOP&t=001OfjEgOWqZv2NodHpbPGqXQ%3D%3D&reason=001IqezpObqEsU%3D&llr=dkekvicab> <<http://www.constantcontact.com/index.jsp?cc=press01>>

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Brooks and Associates | 301 West Northern Lights Blvd | Suite 440 | Anchorage | AK | 99503

From: Anne Brooks a.brooks@brooks-alaska.com
Subject: Sterling Highway Safety Corridor Study - Mobile Meetings
Date: July 18, 2013 at 10:45 AM
To: camden@brooks-alaska.com



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

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www.sterlinghwy.com

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Anne Brooks <a.brooks@brooks-alaska.com>

July 18, 2013 11:54 AM

To: Cynthia Ferguson <cynthia.ferguson@alaska.gov>, "Ricky (DOT) Feller" <rick.feller@alaska.gov>, Jessica Miranda <jessica.miranda@alaska.gov>

Cc: Anne Brooks <a.brooks@brooks-alaska.com>, Camden Yehle <camden@brooks-alaska.com>
Sterling Highway Corridor Safety Study

Cindy/Rick --

I had a call this morning from KBBI radio station in Homer, reporter Ariel VanEllen (not sure on the last name). She wanted to know about the Mobile Meetings next week and get some audio later this afternoon. She also wanted to know the limits of the study which I explained were between Soldotna and Sterling.

I explained that I would need to coordinate with you before any interviews were conducted. I explained that it was possible she would hear back from Rick.

She can be reached at 907-235-7413. Let me know how to proceed.

Anne

M. Anne Brooks P.E.
Brooks & Associates (NOTE NEW ADDRESS)
1704 Bannister Road
Anchorage, AK 99508
E-mail: a.brooks@brooks-alaska.com
Tel: 907-272-1877
Toll Free: 866-535-1877

Please consider the environment before printing this e-mail

On Jul 18, 2013, at 11:07 AM, "Ferguson, Cynthia (DOT)" <cynthia.ferguson@alaska.gov> wrote:

Thank you – all looks correct!

From: Dowd, Rox A (DOT)
Sent: Thursday, July 18, 2013 11:04 AM
To: Ferguson, Cynthia (DOT)
Subject: FW: Online Public Notice for DOT&PF Moblie Meetings

It's posted. See the highlighted note below.
roxie

*RoxAnn Dowd
Admin Assistant
Regional Director's Office
(907) 269-0770*

From: Flippin, Ashley R (DOT)
Sent: Thursday, July 18, 2013 11:02 AM
To: Dowd, Rox A (DOT)
Cc: 'sterlinghwy@brooks-alaska.com'
Subject: Online Public Notice for DOT&PF Moblie Meetings

Posted!

Please review the addresses I listed for each meeting location to ensure they are correct. If not please let me know so I can update that information.

Thanks!!

Ashley

From: Dowd, Rox A (DOT)
Sent: Thursday, July 18, 2013 9:19 AM
To: Flippin, Ashley R (DOT)
Cc: Angulo, Jacinda G (DOT)
Subject: OPN Attached

Hey Ashley,
We are over the hump and heading for another nice weekend.
Hope you are having a good week.
Roxie

Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830



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Anne Brooks <a.brooks@brooks-alaska.com>
To: camden@brooks-alaska.com
Reply-To: a.brooks@brooks-alaska.com
Sterling Highway Safety Corridor Study - Mobile Meetings Reminder

July 21, 2013 9:00 AM



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

The Alaska Department of Transportation & Public Facilities (DOT&PF) needs your assistance. Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor?

The DOT&PF is seeking comment on a safety enhancement study for the Sterling Highway between Soldotna and Sterling. This segment of the Sterling Highway is one of four designated highway safety corridors in Alaska. This highway segment was designated a highway safety corridor because of its history of higher than average incidences of serious injury and fatal crashes. The study is part of DOT&PF's continuing efforts to bring focus on improving safety within designated safety corridors and will provide direction to DOT&PF on future safety enhancement projects. A four-lane divided highway provides the greatest safety benefit by physically separating opposing lanes of traffic and is the preferred solution, though other solutions will be considered in the study.

Stop by a mobile meeting in Soldotna or Sterling to share your experiences and ideas with the project team.

4 Mobile Meetings:

Monday, July 22, 2013 in Soldotna
8 am to noon at Fred Meyer
2 pm to 6pm at Safeway

Tuesday, July 23, 2013 in Sterling
8 am to noon at Sterling Post Office
2 pm to 6 pm at the Sterling Community Ctr

Look for the RV parked in the parking lot with "DOT&PF MOBILE MEETING" on the side.

If you are unable to attend or miss these meetings, do not hesitate to reply to this email, give us a call, or log onto the project web site to comment.

www.sterlinghwy.com

For additional information contact:
Public Involvement Coordinator
Anne Brooks
Brooks & Associates
Toll free: 1-907-535-1877
Tel: 1-907-272-1877
Email: sterlinghwy@brooks-alaska.com

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml

The ADOT&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 project should contact Anne Brooks at (907) 272-1877 to make necessary arrangements. Individuals with a hearing impairment can contact Relay Alaska at 711 for assistance.

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Brooks and Associates | 301 West Northern Lights Blvd | Suite 440 | Anchorage | AK | 99503

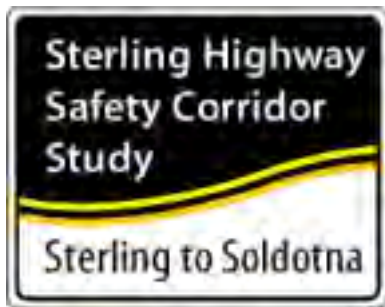


1.

Alaska Department of Transportation & Public Facilities shared a link.

July 18

We need your assistance! Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor? Please share your thoughts with us at our mobile meetings: Monday, July 22, 2013 in Soldotna 8 am to noon... – Fred Meyer parking lot 2 pm to 6pm – Safeway parking lot Tuesday, July 23, 2013 in Sterling 8 am to noon – Sterling Post Office parking lot 2 pm to 6 pm – Sterling Community Center parking lot For more info: www.sterlinghwy.com See More



Sterling Highway Safety Corridor Study: Sterling to Soldotna
www.sterlinghwy.com

Welcome to the website for the Alaska Department of Transportation and Public Facilities (DOT&PF) Sterling Highway Safety Corridor Study.

2 Like · · Share

o Top Comments

2 people like this.



o



o

Troy Hanson How about a turn lane in center so the whole highway doesn't have to stop when one car is turning and it would provide a safe area if a car is sliding in ice it might prevent a head on collision and how about some street light for winter to help see moose like sterling has Troy Hanson

Like · Reply · 4 · July 18 at 4:56pm via mobile



o

Elizabeth LaPrade Doan Airplane patrol from Anchorage to Homer! More police and bigger tickets make it cost. Also reduce the speed limit to 45 and ticket, ticket, ticket people. We also as Alaska residents need to be responsible and not talk on our cell phones and pay attent... See More

Like · Reply · July 18 at 7:13pm



0

Ginnie Dawson turn lanes and more police sitting in sight so people are aware of their presence and lower the speed limit till the outskirts of Sterling.

Like · Reply · July 18 at 6:07pm



Alaska Department of Transportation & Public Facilities shared a link.

Friday

We need your assistance! Do you have ideas that would make the Sterling Highway between Soldotna and Sterling a safer corridor? Please share your thoughts with us at our mobile meetings next Monday and Tuesday: www.sterlinghwy.com



Sterling Highway Safety Corridor Study: Sterling to Soldotna
www.sterlinghwy.com

Welcome to the website for the Alaska Department of Transportation and Public Facilities (DOT&PF) Sterling Highway Safety Corridor Study.

2 Share

38 people like this.



0

Kyle Mueller For every one saying slower.... you don't need to drive! Dropping the speed will just cause more frustration and passing.... it needs to be a 4 lane highway.... the majority of accidents happen due to people A. Trying to pass where they shouldn't. B. ...See More

Like · Reply · 10 · Friday at 8:28pm via mobile



0

John Blackwell Summer time; put a gate up at Turnagain and only let locals down on the peninsula. Winter time; make people take a winter driving class so they know how to control their vehicle on ice. Take them out on a lake and have spin some donuts.

Like · Reply · 5 · Saturday at 8:41am via mobile



0

Lisa Brown Center turning lane....just like Kbeach, from Soldotna to bridge access. The smartest and safest thing you can do to that road!

Like · Reply · 5 · Friday at 6:52pm via mobile



0

Stewart Blakeslee Start pulling over people that hold more than 5 cars up!...has this law been vetoed???? It's the guy in front slamming on his brakes to "see the moose" that causes the problems!...people wouldn't have to pass 30cars doing 35 in a 55 if there wasn't a idiot up front DOING 35!...and quit being retarded with out taxpayer dollars!, double lane it to homer already!...why widen the rightaways OFF the highway when it has NOTHING to do with the cars ON the road! Yes a turning lane might help...BUT...a turning lane 40MILES long where there aren't ANY driveways to turn into is STUPID!!! But then again...we CAN'T FIX STUPID either!

Like · Reply · 4 · Saturday at 7:34am via mobile



0

Dabre Newcomb A four lane highway with stop lights at Mackey Lake, Robinson Loop, and *at least one* other major road, with a turning lane all the way. Don't change the speed.

Like · Reply · 3 · Friday at 9:18pm via mobile



0

Zoe Perry Don't give idiots drivers licenses

Like · Reply · 2 · Saturday at 4:07pm via mobile



0

Michael Drobnick Street lights would definitely help with moose and bad conditions in the winter and Definitely 4 lanes. Extended from Soldotna to Kenai and urge slow traffic to the right. Also more law enforcement for slow traffic (5 or more cars being held up) it causes more danger than anything. It's not hard to go 55 even with a camper or trailer.

Like · Reply · 2 · Saturday at 11:28am via mobile



0

Sheila Lynn Caudle Don't change the speed limit maybe widen the road to a two lane and a turning lane and also get the people off the road that can't go the speed limit. The ones that drive slow are the ones that cause the wreck. If u can go as fast as the speed limit them don't drive simple as that!

Like · Reply · 2 · Saturday at 8:47am via mobile



0

Stewart Blakeslee More patrol officers ARE NOT the answer at all! We already have more patrol officers here than MANY other places in the state! What we need is the patrol officers we DO have to start enforcing the laws that are IN place...and at the same time, those same officers need to ALSO realize common ethics as well!...as brought up before in a post above, focus less on the STUPID tickets (no lights on at noon) and focus more on the idiot causing a potential risk of driving slower causing more congestion of traffic!!!

Like · Reply · 2 · Saturday at 8:44am via mobile



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Marcus Forkner Center turn lane would be fairly safe and more cost effective than 4 lane divided highway.

Like · Reply · 2 · Saturday at 1:10am via mobile



0

Amelia Andrade If you double the road don't reduce the speed

Like · Reply · 2 · Friday at 11:15pm via mobile



0

Susan Eyre Reeves Put in a turn lane running down the corridor. I know from driving a school bus for years that people seem to pass on the right even though it is illegal. They have gotten so use to it the don't even slow down when they do it.. One of these days one of our children waiting at a bus stop or off loading at a bus stop are going to get ran over and killed.. Then maybe something will be done about it. Lets not wait until that happens. A turn lane will allow traffic to continue and vehicles waiting to turn wait in their own lane. As a bus driver here I have also witnessed people continuously passing busses and running their stop signs. We have a job to do to get this communities children to and from school safely.. So give us a break! We have cargo that is irreplaceable! I understand nobody wants to be stuck behind a bus but stop and think how you would feel if your kids were on the bus... Would you pass in a non passing zone? Go around on the right when they are trying to load or unload??? Tailgate a bus? Don't kid yourself this happens everyday in our community! Drive right and get off your cell phones so the police can fight the war on meth and other drugs that is overtaking this community!

Like · Reply · 2 · Friday at 9:02pm via mobile



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Pam Witte Speed limit 65 and double lanes

Like · Reply · 2 · Friday at 8:14pm via mobile



0

Dave Mason 4 lanes plus a center turning lane just like in Sterling.

Like · Reply · 2 · Friday at 8:08pm via mobile



0

Cody Krause 6 lane divided highway. Get with the rest of the world.

Like · Reply · 2 · Friday at 7:53pm via mobile



0

Harold Spence A bypass.

Like · Reply · 1 · Friday at 7:35pm via mobile



0

Patrick Sterling Make it a wider road with a ditch in the middle with guard rails

Like · Reply · 2 · Friday at 5:49pm via mobile



0

Travis Smith Double lanes with a ditch in the middle

Like · Reply · 4 · Friday at 6:32pm via mobile



0

Jamie Wegener Better phone reception!

Like · Reply · Saturday at 3:24pm via mobile



0

Bill Galic Five lanes from Sterling to Soldotna. Then do K-Beach next!

Like · Reply · Saturday at 3:19pm



0

Steve Holmes people drive too fast on the sterling highway it's entire length. The moose fatality rate is all of the statistical proof you need. Levy a \$10,000 fine for hitting a moose or another vehicle with no exceptions and I guarantee people will slow down.

Like · Reply · Saturday at 1:37pm via mobile



0

Heidi Ho Hanson Center turn lane and signs also posting minimum speed limit or pull over!!!

Like · Reply · 1 · Saturday at 12:36pm via mobile



0

Amber Fleenor Adding some street lights and guard rails would help keep people on the road. It's like a black abyss in the winter time driving through there. And more plowing and ice scraping, however they did a good job last year.

Like · Reply · 1 · Saturday at 9:18am via mobile



o

Stewart Blakeslee Sorry John that falls into the "stupid" ticket category...for learning how to control an "out of control vehicle" is categorized as "reckless endangerment/negligent driving!" What the hell happened to taking your kids to a gravel pit and teaching them the proper way to regain control so as to better prepare them for the "slide scenario!?" We live in a backwards world now where cops will tell you JUST because you were in a slide and "out of control" you just have been driving TOO fast for the conditions!...I say BS! I can account for MANY times where I was driving VERY safely and a slide just happened!...I'm tired of people saying that there is ALWAYS a reason...in more cases personally I've found that a car that is "seemingly" out of control is actually infact in MORE control than anyone gives credit for! If you think otherwise then I invite you to come to the dirt track races in Kenai! I'll stop there on this rant as to attempt to keep my posts to the subject at hand but as far as safety is concerned on the highway it boils down to ONE key principle...NO one knows how to drive defensively anymore...and that's the bottom line...you want it to be safer in the wintertime on the highway?...then drive further back from the car in front of you! Don't tailgate!...if you don't feel comfortable doing the speed limit? PULL OVER and let the person who DOES go by! And if your making a left hand turn and it's on a straight away that you can see 5mi down the road an there's no oncoming traffic, get over so the people can keep going by(thus reducing the probability of the idiot behind you NOT paying attention from hitting you in the back). If your making a right hand turn then do the same thing just with the emergency lane! COMMON courtesy goes a LONG way in reducing traffic accidents too people!

[Like](#) · [Reply](#) · 1 · Saturday at 8:56am via mobile



o

Del Bowles Jr. With all that funding and renew. I figure you could put in a four lane road. That's what other state's do. But that would be the right thing to do and we can't have that now can we.

[Like](#) · [Reply](#) · 1 · Saturday at 8:47am via mobile



o

Jeremey Ley Street lights. Also between Soldotna and Kenai on the spurr

[Like](#) · [Reply](#) · 1 · Saturday at 7:30am via mobile



o

Virginia Dobson Well putting in a turn lane and making it a four lane highway would be an improvement but mostly putting in a turn lane all the way down would make it safer.

[Like](#) · [Reply](#) · 1 · Saturday at 6:45am



o

Chris Kramer I agree with Cody. Join the world and create an infrastructure.

Like · Reply · Saturday at 12:35am via mobile



0

Luis Angel Cazares Inclusion of an IQ test with all driving license tests!

Like · Reply · 1 · Friday at 9:58pm via mobile



0

Scot Willey 45 mph, double fines. Reduce the risk and less severe accidents. If tickets were issued for passing in an intersection at least some would realize it is wrong

Like · Reply · 1 · Friday at 7:54pm via mobile



0

Sharon K Thomas yeah... fix the roads right !!!! duh !!!!

Like · Reply · 1 · Friday at 7:13pm



0

Johnny Chrome As with every road, slower is safer.

Like · Reply · 3 · Friday at 4:35pm via mobile



0

Barb Roper changing the speed limit is not a realistic solution; much like taking a drunk driver's license away - it means nothing to them they still make stupid choices. Four lanes is a great idea but I'm sure cost prohibitive. Turn lanes or traffic lights will certainly help like at the vet clinic, golf course and other key areas along the route. Troopers can't be everywhere but during peak and busy times such as summer weekends it might be nice to have more of a presence.

Like · Reply · Yesterday at 9:08am



0

Sean Dusek As a resident who has to turn at the Forest/Jim Dahler intersection, something has to be done on this highway-as soon as possible. Reducing the speed, posting "Do Not Pass on the Right" or other alert signs simply will not work. A four lane highway (or at the very least a middle turn lane from Soldotna to Sterling) is a must.

Like · Reply · Yesterday at 8:32am



0

Curtis Nehren 5 lanes, when some people drive 40 a lot of other folks get impatient and make poor decisions. Lowering the speed limit will only make it worse.

Like · Reply · Saturday at 11:38pm via mobile



0

Benjamin Pettingill Keep in mind all your brilliant ideas cost money. Know lets think where this money comes from? Hmmmmmm oh yeah tax payers. Wanted improvements come with a price to the public. Well that is if you actually work for a living. Slow vehicles, fast vehicles... Categorize how ever you wish the problems may be, but just remember the grave yards are full of idiots and even more full of victims to other peoples foolish actions. You cause someone to be killed because of your negligent driving you will be looking at homicide charges, so trying to safe several minutes i gurantee you it will get you several years... Think about and know what you say before you speak... "it is better to be thought of as a fool than to open your mouth and remove all doubt"

Like · Reply · Saturday at 8:27pm via mobile



0

Carla Matheny Put up lots of road signs stating " STAY ALIVE PAY ATTENTION!!"

Like · Reply · Saturday at 3:37pm



0

Rebecca Lambourn Slow down !

Like · Reply · Saturday at 1:33pm



0

Micah Fidai 4 lane highway, lower speed to 45mph between big johns and st. theresa

Like · Reply · Saturday at 1:14pm



0

Kyle Schneider A bypass would be nice, but rather impractical. Four lanes with a center turn would be great, and I would suggest they rumble strip the turn lane as on the Seward Highway. We don't *need* 6 lanes or street lights. Street lights AND 6 lanes, while a comfort to some, serve as a token of major metro areas, from which many of us escaped to come up to AK.

Like · Reply · Saturday at 1:09pm via mobile



0

Eric Haddock A bridge bypass from funny river road to longmere

Like · Reply · Saturday at 12:13pm via mobile



0

Stewart Blakeslee Or us "a-holes" with lifted dodges should just start driving over the top of you people traveling at 35 in a 55 zone because your "prepping" for the turn 8 MILES up the road!

Like · Reply · Saturday at 12:09pm via mobile



0

Taylor Kishbaugh thatd solve alot.. ?^

Like · Reply · Saturday at 11:09am via mobile



0

Domenic Cordle How about we shoot the a-holes driving lifted dodges going 85.

Like · Reply · Saturday at 10:41am via mobile



0

Eddie Burcham I agree with a center turning lane. I also would like to see a right turn shoulder apron so that a person can get over and not slow traffic while turning. This would give a place for slower traffic to pull over and let others by. It is easy to criticize slower traffic to pull over. Have you ever tried that and get back in traffic? It is even more difficult with motorhomes and those pulling a trailer. Thanks for providing this forum I hope someone is listening.

Like · Reply · Saturday at 10:36am via mobile



0

Jeannine Vasilie Post speed minimum signs and then enforce them by pulling over vehicles impeding traffic.

Like · Reply · Saturday at 10:25am via mobile



0

Rebekah Freeman Four lanes and a middle turning lane.

Like · Reply · Saturday at 10:10am via mobile



0

Tracy Runkel Divided highway, duh!

Like · Reply · Saturday at 10:01am via mobile



0

Sally Ann Cassan-Archuleta 45mph, and ENFORCEMENT of the no-passing-on-right law. A center turn lane should eventually be put in as well. As a driving instructor and road examiner, I feel this would be the safest and most practical solution. There are too many businesses between Soldotna and Sterling to warrant the present 55mph.

Like · Reply · Saturday at 9:44am via mobile



0

David Krumm They have had the answer for more than 15+ yrs the plans have already been submitted to make it a 4 lane with a turning lane in the middle they just wont do it because of certain homes/business that are on the easement and it was drawn

up for the whole peninsula not just from soldotna to sterling
Like · Reply · Saturday at 8:52am via mobile



0

Linda Vizenor Much more partol and fines that are actually collected. We drive it and never see Troopers. Lower the speed to 55 and inforce it!!
Like · Reply · Saturday at 8:24am



0

Stewart Blakeslee And I agree Amelia Andrade! Since when did it become practice to DROP the speed limit 10 to 15mph when you make a road more "roomy"? Kinda makes you wonder how they "payed" for the winding of the Spur? "Make a road bigger, then drop the speed that was 55 for years to get people to pay money to the state?!" Hmm
Like · Reply · Saturday at 7:37am via mobile



0

Scott Cloran A center turn lane and street lights.
Like · Reply · Saturday at 5:41am via mobile



0

Johnny Bea More street lights and better Indicators !
Like · Reply · Friday at 11:54pm via mobile



0

M Marali Sargeant-smith Widen the road.
Like · Reply · Friday at 11:44pm via mobile



0

Youdont Knowme Cops should pull people over who are actually breaking the law, not just for not having their lights on, mine don't come in automatically and I got pulled over for that but people were passing me going 90 wtf troopers?
Like · Reply · Friday at 11:42pm via mobile



0

Carl Bowman More trooper patrols to stop and ticket all of the Hollywood stop violaters which are mostly our neighbors. More DUI watches. Everyone drive safe and defensively and slow down.
Like · Reply · Friday at 9:54pm via mobile



0

Shannon Kyzer Biamonte Cameras snapping randomly at various points.. Tickets

issued being over limit, unsafe following or passing.. Also... Tickets issued to trailers, campers, large slow vehicles blocking more than 4 vehicles without pulling out to allow passing.. People wouldn't get in such a hurry to pass if the big rigs pulled off and the speeding jerks got mailed tickets

Like · Reply · Friday at 8:00pm via mobile



0

Debbi Harley Common courtesy - but I don't have a suggestion for how to legislate that.

Like · Reply · Friday at 4:48pm via mobile



0

Amanda Michel Buchholz Four lanes with a center turning lane. Pretty please :)

Like · Reply · 1 · Friday at 11:54pm



0

Steven Craig Wortham 4 lanes with a turning lane in the middle.

Like · Reply · Saturday at 10:25am via mobile



0

Barrett Fletcher In my experience that stretch is about the only place in Alaska where the majority of traffic is going under the limit, and since there's no point in trying to pass, pretty much everyone backs off. But I never understood why, when youns redesigned it, you cleared that huge right-of-way and then only paved two lanes. When I saw the initial dirt work I assumed it was going to be a freeway.

Like · Reply · Friday at 7:19pm

Bottom of Form

Meadow Bailey, APR

Northern Region Information Officer

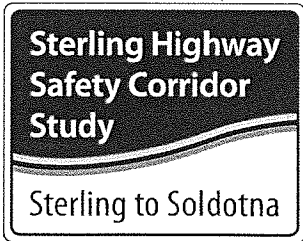
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<http://dot.alaska.gov/>

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AKSAS Project No. 54830

Your Comments Please... Please use this form to provide written comments about this project. Thanks for your input!

Name	
Street Address or PO Box	
City, State, Zip	
Email	
Your comments	<p style="text-align: right;">1/22/13</p> <p>Comment submitted</p> <p>slow speed limit F Meyers to Mackay Lake Rd</p> <p>Street lights in this area</p> <p>Stop light at Mackay Lake & Sterling Highway</p>

We welcome your input. For more information, visit www.sterlinghighway.com.



Mail

Brooks & Associates
Attn: Sterling Highway
1704 Bannister Road
Anchorage, AK 99503



Call

907.561.1311
907.561.3300
907.561.6355



Email

sterlinghwy@brooksandassociates.com

July 22, 2013 4:21 PM

Joann Mitchell <joannmitchell@kinneyeng.com>
To: Shelley Burlison <burlisonak@gmail.com>, <kevin.jackson@alaska.gov>
Cc: Cynthia Ferguson <cynthia.ferguson@alaska.gov>, <sterlinghwy@brooks-alaska.com>
Re: Sterling Highway Safety Corridor Study

Hello Shelley-

Thank you for taking the time to submit your concerns about the Sterling Highway. DOT&PF is currently studying potential solutions to enhancing the safety of the highway between Sterling and Soldotna. I am cc'ing the members of that project team for their consideration.

The project team is currently in Soldotna and Sterling today and tomorrow to visit with the public and hear their concerns. If you have time, please stop in and see them. They will be in an RV with a "DOT&PF Mobile Meeting" sign. They will be at the Soldotna Safeway until 6 pm tonight and tomorrow they will be in Sterling at the Post Office from 8 am to noon and the Community Center from 2 to 6 pm. You can also visit the project website to learn more about the project and submit additional comments. (www.sterlinghwy.com <<http://www.sterlinghwy.com>>)

Thank you again for your comments and drive safely!

Joann Mitchell, PE

Kinney Engineering, LLC
750 W. Dimond Blvd, Suite 203
Anchorage, AK 99515

Phone: 907.344.7590
Fax: 907.349.7493
Joannmitchell@kinneyeng.com

On 7/22/13 3:58 PM, "Shelley Burlison" <burlisonak@gmail.com> wrote:

Good Afternoon!

I live in the Sterling area off of Robinson Loop and travel the Sterling Highway from 4 to 7 days a week. I work in Soldotna. Lately with the tourist's, fisherman, and dip-netter's the traffic has been incredible! I'm thankful each time I make it to my destination safely and home again!!!

My husband and I moved to the Kenai Peninsula in 2005 after living in Fairbanks for 28 years. One of the first things I noticed were all the memorials along the roadway. I was shocked!

I've read from your website you are planning slow vehicle turnouts from Soldotna to Homer, a good idea how about in the Sterling to Soldotna area also. I also thought with all the traffic between Sterling and Soldotna how about reducing the speed in the area of business between "Good Time Charlies and "Lyden Transportation." Vehicles are turning into "Big John's", the "Harley Shop," the church, the Chinese eatery, video store etc. People are passing those stopped in the highway waiting to turn into a business; on the shoulders of

the road!!! This is really scary and another thing I never say until I moved to the KP; it's all very dangerous!!!! Ideally we need 4 lanes of Highway from Sterling all the way to Soldotna or a wider two lane highway with turning lanes. Also more State Troopers in that area during the high traffic times would be helpful to enforce the speed limit, driving with your lights on etc. I understand the constraints of a DOT budget and the time needed to make the Sterling Highway a safer highway for all Alaskans. Thank you for the opportunity to voice my concerns and comments.

Best Regards,

Shelley R. Burlison
38055 Sandlin Street
Sterling, AK

PO Box 3523
Soldotna, AK 99669

Recd

7/22/13

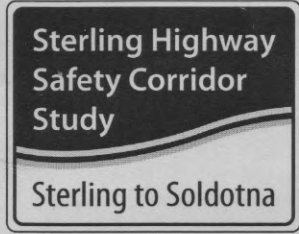
@ Fred Meyer Mobile Meeting
Sterling Hwy

- 1) INSTALL STREET LIGHTS FROM MACKEY LAKE ROAD TO FRED MEYER
- 2) REDUCE SPEED LIMIT ON THE STERLING HIGHWAY TO AT LEAST 45 MPH NORTH OF MACKEY LAKE ROAD
- 3) MAKE A RIGHT HAND TURN LANE ON THE STERLING HIGHWAY COMING FROM THE NORTH TO GET ON TO MACKEY LAKE ROAD
- 4) KEEP THE INTERSECTION OF MACKEY LAKE ROAD AND THE STERLING HIGHWAY WELL SANDED DURING THE WINTER/SPRING MONTHS.

Brooks & Associates
1704 Bannister Road
Anchorage, AK 99508-4021

1. Escape lanes at busy intersections
like transfer station.

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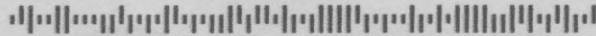
- Soldotna
Monday, July 22, 2013
- Sterling
Tuesday, July 23, 2013

~~Jessica Fife~~
~~907 994 8152~~

2. To relieve pent up anxiety for the rest of the trip, build a 50' park strip from Cooper camp ground to Skilak junction. Then we don't need the ridiculously costly Princess Lodge Bypass.

3. Quit studying — do something!

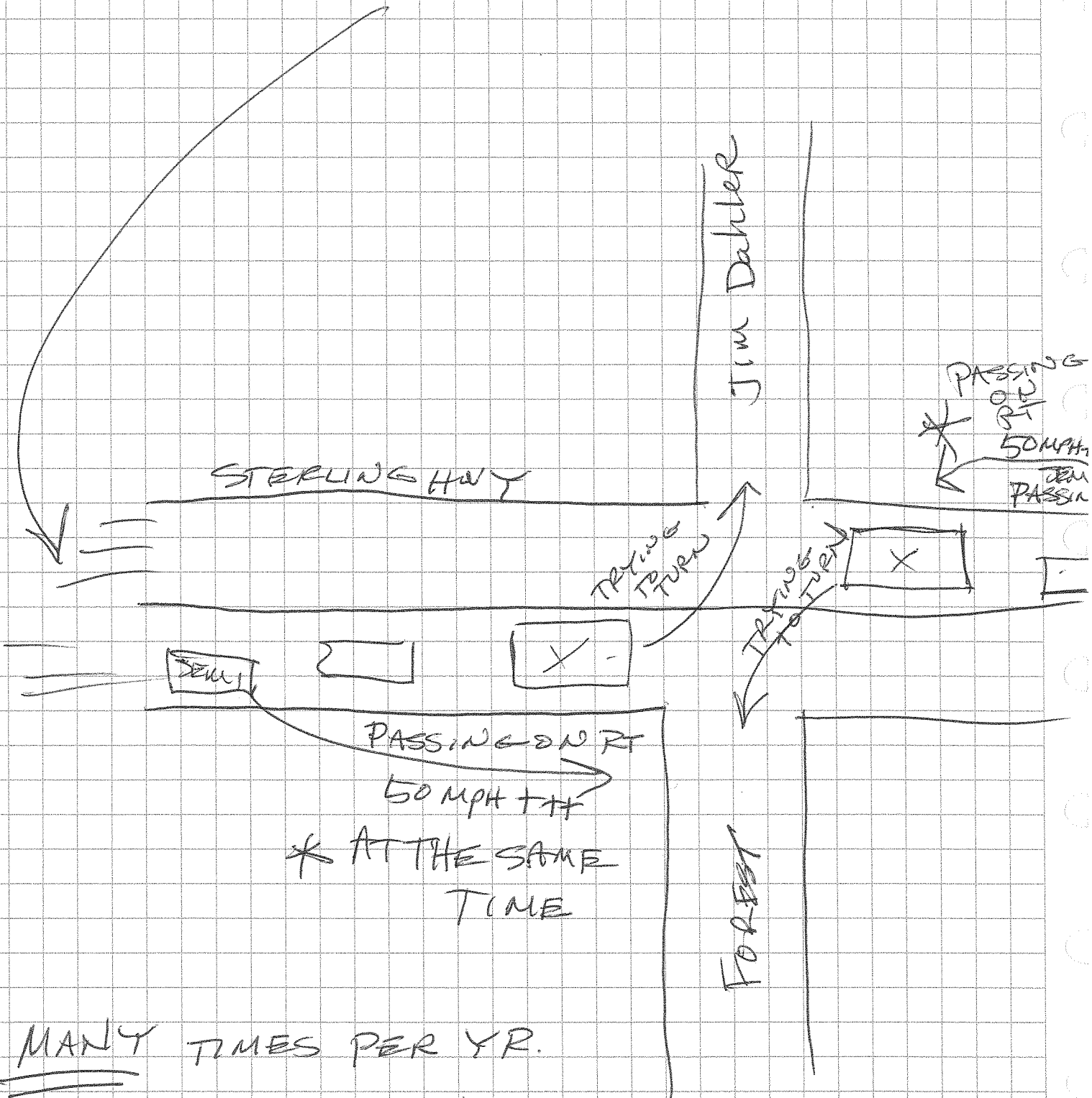
5-DIGIT 99672 P1 T2
KASER SAM V & WANDA M TRUSTS
32905 RUTH LN
STERLING AK 99672-9202



20130723cs Kaser

July 23, 2013
Sterling Mobile
meeting

PLEASE REVIEW
SKID MARKS



MANY TIMES PER YR.

NYITRAI'S 36658

JIM DANCER
RD.

262-9060

Craig Doser <cdoser@yahoo.com>

July 23, 2013 4:39 PM

To: "sterlinghwy@brooks-alaska.com" <sterlinghwy@brooks-alaska.com>

Reply-To: Craig Doser <cdoser@yahoo.com>

Sterling Highway safety recommendations

Dear Ms. Brooks:

I was unable to attend the meetings about safety recommendations concerning the Sterling Highway between Soldotna and Sterling, but as an emergency physician and someone who commutes daily on that route, I have several recommendations:

- Lower the speed limit to 45 mph between Soldotna and Sterling. Any crashes will have a lower likelihood of fatality and life threatening injury because of the lower kinetic energy involved.
- Use mobile speed cameras that issue tickets to enforce speed limits. Change the locations of the cameras regularly.
- Add a left turn middle lane to decrease the congestion.
- Outlaw ATVs and snow machines. They are distracting to drivers. The dust from the ATVs in the summer actually obscures driving conditions on the highway and is just as dangerous as fog.
- Provide a separate bicycle lane to keep bicycles and pedestrians separated from traffic.
- Outlaw use of cell phones by drivers on the Sterling Highway between Soldotna and Sterling. This would include hands free headsets. Every study shows that their use decreases driver's concentration and makes them inattentive to driving.
- Consider adding a few roundabouts in this route to make it possible to move traffic trying to access the highway.

DOT&PF needs to have thick enough skin to put these changes into place for a minimum of 2 years. The public will complain fiercely about their rights. We need to remember that the lives of good motorists, bicyclists and pedestrians should not be put at risk. All of the above measures would protect lives. Clearly the benefits of the many outweigh the inconvenience for a few.

Thank you for your consideration to my thoughts.

Sincerely,
Craig Doser

July 25, 2013 8:12 AM

Anne Brooks <sterlinghwy@brooks-alaska.com>
To: Emil Johnson <emil_me@yahoo.com>
Cc: Anne Brooks <sterlinghwy@brooks-alaska.com>
Re: crash location info

Thanks for the information Mary-Ellen.

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: 866-525-1877
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Jul 23, 2013, at 5:18 PM, Emil Johnson <emil_me@yahoo.com> wrote:

Hello and thanks again for your work.

Wanted to let you know that the accident which occurred on Feb. 16, 2009 was much worse than it looks on paper. The elderly driver who had a medical issue, which caused the accident, died in the rehab facility at Providence some time later. His wife died at the scene and a high school girl, last name 'Stevens,' is a para-pelagic.

Mary-Ellen

TED J. FORSI
PO BOX 2470
SOLDOTNA, ALASKA 99669
907-398-3116 FAX 907-260-3105
EMAIL: forsieng@alaska.net

89

July 23, 2013

State of Alaska
Department of Transportation and Public Facilities

Re: Sterling Highway Safety Corridor Study Comments

Dear Sirs:

I believe the section of highway between Sterling and Soldotna should be upgraded to a 4 lane highway with either a full length center turn lane or at the least turn lanes at the busier intersections.

Additionally, I believe that this section of highway should be lighted with luminaires similar to those existing in the Sterling section right now.

I also would highly recommend that a bike/walking trail be constructed on at least one side of the highway for the total length between Sterling and Soldotna.

Sincerely,



Ted J. Forsi PE

Received 7/23/13
at Sterling Highway
Mobile Meeting

201307231tr Forsi

Safety Concerns: mile 86.2 Sterling Highway at Evergreen Dr

The following safety concerns voiced by residents of Autumn Park Subd. were gathered by Mary-Ellen Johnson and Cheryl Hammarstrom in March 2008 during personal visits to their homes and/or by telephone interviews. This information includes individual experiences, observations and concerns, and ideas about what might be done to make this location safer.

*Dianne Garske (262-9747) observed that northbound traffic turning onto Evergreen Dr. often cuts across the eastbound lane of Evergreen Dr. rather than turning at the mid-point. (I have noticed that subdivision traffic waiting to turn onto the hwy sometimes backs up several feet to accommodate these vehicles.)

*Southbound traffic often moves, to varying degrees, into the northbound lane when a vehicle they are following slows to turn right onto Evergreen Dr. Even though there is a very short line of sight of the on-coming traffic, the following traffic usually does not slow down enough to allow the turning vehicle to move all the way onto the shoulder.

*Cheryl Hammarstrom (262-7627) reported that recently while she was driving north on the Hwy, she was passed on the left by a vehicle that had come from behind the vehicle following her. The vehicle which was passing (heading north in the southbound lane) swerved into Evergreen Dr, then through the snowbank and back out onto the Sterling Hwy without slowing.

*Mary-Ellen Johnson (262-5944) While stopped on the Sterling Hwy, waiting for oncoming traffic to clear (with other vehicles stopped behind her), was passed on the right shoulder by a vehicle coming from behind which went into the snowbank below the shoulder then skidded out of the snowbank and back onto the highway in front of her.

*She has 4 safety suggestions:

1) She would like to see the road redesigned, but until that time thinks a turning lane is needed.

2) Cut down the spruce trees adjacent to the speed limit sign on the east side of the northbound lane at the bottom of the hill and cut down other groups of leafy trees along the hillside.

3) Use signs to inform drivers of the dangerous intersection ahead.

4) Install street lights at this intersection.

*Residents on Summer Court have a caretaker who reported that while traveling northbound, she slowed as she approached the left turn to Evergreen Dr. A vehicle came from behind her and passed on the left. Another vehicle that was traveling in the southbound lane went partially into the (southbound) ditch to avoid being hit.

*Curtis, an employee of Alaska Cab and formerly a school bus driver, reported that he saw a "close call" when a southbound vehicle on the Sterling Hwy had to "hit their

brakes on icy roads” to avoid hitting a northbound vehicle that was turning left onto Evergreen Dr.

*He suggested reducing the speed limit.

*A resident on the corner of Kelcee and Whispering Lane had 4 suggestions for making the access to Autumn Park Subdivision safer:

- 1) Take down the berm on the north side of Evergreen Dr, which would offer a better view of southbound traffic, making it safer to pull out onto the highway.
- 2) Eliminate the downhill grade to the highway on Evergreen Dr.
- 3) Prohibit passing on the shoulder.
- 4) Take down the grade of the Sterling Hwy north of Evergreen Drive.

*Nancy Faigle was headed northbound, waiting to turn, when a “big white truck” came from behind and lost control on the right shoulder. It went off the shoulder into the ditch, “squirreling” back onto the Highway.

Nancy said, “It was like he didn’t see me.”

*Steve Faigle noticed that the stop/street sign has been knocked down several times.

*He also observed that when heading north on the highway, you can not judge the speed of the oncoming traffic since there isn’t a clear sight of that traffic for very long. He said, “If I can see their roof, I turn. If I can see their grill, I don’t.”

*Steve suggested putting up informational signs showing that Evergreen Drive is coming up on both sides of the highway.

*Two neighbors in different households reported hearing honking as they were stopped in the hwy waiting to turn left onto Evergreen Dr.

*John and Hydra Murry raised a concern about vehicles passing on the northbound shoulder in regard to the (Hodel) driveway (which is also Autumn Park Subd.) that is just north of Evergreen Drive on the east side of the hwy.

*They suggested reducing the speed limit to 45 mph.

*Jerrod Rose said, “The Sterling Hwy is bumper to bumper from 4:00-6:00pm. It is a steady stream of traffic.” He also noticed that the stop sign has been knocked down several times.

*He had 2 safety suggestions:

- 1) Evergreen Dr itself needs to be flattened to remove the downhill slope to the hwy.
- 2) A turning lane needs to be added to the highway.

*The Fischer’s are concerned that people are “just going too fast on the shoulder.” They also suggested a turning lane to avoid further accidents.

*Several neighbors related that northbound vehicles turning left onto Evergreen typically cut into the southbound lane prematurely and then “cut the corner” traveling through the eastbound lane of Evergreen Dr.

Lynn Hodel (262-9253) was driving northbound on Sterling Hwy following a vehicle that indicated a turn into Evergreen Dr. She turned on her right-hand 'blinker' to indicate a turn into her driveway which is slightly farther north than Evergreen Dr. The vehicle behind her began to pass on the right shoulder, but aborted its plan to pass and dropped back into the northbound lane. (We both considered what might have happened if it had been an icy shoulder.)

*Doug Vance (262-7938) said that the brush along the west side of the highway from the gravel pit to Evergreen Dr is a hazard when he is driving south from Sterling because it cuts down on the view.

*A woman whose elderly mother lives in the subdivision was waiting to turn left onto Evergreen when a southbound vehicle slowed without indicating a turn. The vehicle eventually pulled onto the shoulder just to the south of Evergreen Dr. During this confusing incident traffic on the northbound shoulder continued to pass without slowing.
* She is concerned that traffic comes up too fast from behind. She is afraid of the hill because of the limited ability to see oncoming traffic.

*Laurel Kytonen was stopped in the northbound lane near the top of the hill waiting to turn onto Evergreen Dr. She was passed on the shoulder by a tractor-trailer truck while a second tractor-trailer truck drove past her in the southbound lane. She said, "It rattled my car."

*She had three safety suggestions:

- 1) Add a turning lane.
- 2) Build an access to Autumn Park Subdivision in a different location.
- 3) Eliminate the hill on Evergreen Drive.

*Matthew Johnson (262-8422) said that inasmuch as vehicles such as 4-wheelers, bicycles and motor-bikes must come to a complete stop before crossing the highway and that they must cross it on a 90 degree angle, traffic using the shoulder should have stricter guidelines and that vehicles should not be allowed to use the shoulder as a driving lane. Since this is the case, perhaps a law change is needed.

*A resident on Kelcee St was driving northbound on the Sterling Hwy. As he slowed for the turn onto Evergreen Dr, he could see that the vehicle coming up from behind him was not slowing down or moving toward the shoulder. Since there was no oncoming traffic in the southbound lane, he was able to turn, but not before the vehicle that was following him made contact with his trailer hitch. The other vehicle continued down the road and he did not report the incident because there was no injury or damage. This occurred on January 4, 2008; the same day David Chapman was killed at this intersection.

In Summary, all of the people living in Autumn Park Subdivision who were part of this interview said that there are many safety problems with this location, but it is especially dangerous because:

- 1) People drive too fast on the shoulder.
- 2) There is a limited ability to see oncoming traffic which makes it difficult to judge when to turn left.
- 3) Traffic from behind comes up too fast as though drivers have no plan to slow down.
- 4) A turning lane is needed before anyone else gets hurt.

In describing how they feel at this location, some people said that they are afraid of the turn. One person said that he braces himself if he has to stop for traffic. Several people used the exact same words, "I feel like a sitting duck."

I received this letter after the Safety Concerns report was sent to Ron Martinace. 5

April 5, 2008

To Whom It May Concern:

With the upcoming repair work on the Sterling Highway between Soldotna and Sterling please consider a safe turn lane at the intersection of Evergreen Street and the Sterling Highway.

During our 20 years use of this intersection we have observed many close calls, which would have no doubt resulted in a serious accident. We can't count the number of times we have had vehicles pass us on the right, so close you could have reached out and touched them, and doing this with out reducing their speed!

Our son's auto was rear ended while waiting on traffic before turning onto Evergreen St. This was a no injury accident but his prized classic car was totaled.

This year a fatal accident occurred, leaving a family without a father.

A turning lane may have prevented this tragic accident and will no doubt prevent future accidents.

So many times in the past I've seen the state wait until numerous fatal accidents have accrued before correcting an obvious serious problem resulting in a deadly intersection. Please do not wait for this to happen here.

Thank you for your time and consideration.

Larry and Janice Bass
37450 Kelcee Lane
Sterling, Ak 99672

Anne Brooks <sterlinghwy@brooks-alaska.com>

July 24, 2013 8:34 AM

To: Patti Berkhahn <berkhahn@ptialaska.net>

Cc: Anne Brooks <sterlinghwy@brooks-alaska.com>, Cynthia Ferguson <cynthia.ferguson@alaska.gov>, Jessica Miranda <jessica.miranda@alaska.gov>, Dennis Linnell <dlinnell@hdlalaska.com>

Re: Sterling Hwy Safety Corridor

Patty -- thank you very much your comments. We heard many similar requests at our Mobile Meetings this week.

I'll be sure to share with the rest of the project team.

Anne Brooks, Public Involvement Coordinator

Brooks & Associates

Toll Free Tel: 866-525-1877

Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Jul 23, 2013, at 10:38 PM, Patti Berkhahn <berkhahn@ptialaska.net> wrote:

Anne,

Sorry I missed the van in Soldotna, so here are my comments – 5 words:

BIKE PATH

LEFT TURN LANE

I had my car totaled on the Sterling Hwy due to no left turn lanes and I've almost been taken out by a motorhome mirror while biking the shoulder of the Sterling Highway. Need I say more?

LEFT TURN LANES

BIKE PATH

Thanks for allowing comments

Patti Berkhahn

907 394-0008

Anne Brooks <sterlinghwy@brooks-alaska.com>

July 30, 2013 10:35 AM

To: Jane Conway <Jane.Conway@akleg.gov>

Cc: Anne Brooks <sterlinghwy@brooks-alaska.com>, Cynthia Ferguson <cynthia.ferguson@alaska.gov>, Jessica Miranda <jessica.miranda@alaska.gov>, Dennis Linnell <dlinnell@hdlalaska.com>

Re: inquiry from Senator Giessel's office

Jane -- Thanks for the follow up.

I'm not sure I talked specifically to Betty Whittenberg, but we did hear from folks about the need for a turn lane going to the Sterling Transfer Station.

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: 866-525-1877
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Jul 30, 2013, at 9:46 AM, Jane Conway <Jane.Conway@akleg.gov> wrote:

Hi Anne:

Read the article on your meetings in the Peninsula Clarion today.

So I think I am up to date....unless the information was inaccurate☹ Which oftens happens!

Did you receive comments or a call from a Betty Whittenberg regarding a turn lane going to the Sterling Transfer station?

We had a call from her recently and suggested she get her concerns on the record with you.

Jane

Jane M. Conway

Staff to Senator Cathy Giessel
145 Main Street Loop, Suite 227
Kenai, Alaska 99611
907-283-0245

From: Anne Brooks [mailto:sterlinghwy@brooks-alaska.com]

Sent: Thursday, July 25, 2013 8:18 AM

To: Jane Conway

Cc: Anne Brooks

Subject: Re: inquiry from Senator Giessel's office

Hi Jane -- I got your message. I'm in the office all day today and would be happy to provide a summary of what we heard.

We will be convening meetings this fall but these have not been scheduled yet. Your email address is in our database so you will get all email announcements for the project. The senator will as well.

I'll keep you posted.

Anne

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: 866-525-1877
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Jul 24, 2013, at 1:39 PM, Jane Conway <Jane.Conway@akleg.gov> wrote:

Hi Anne:

I just left you a voicemail asking you to call me.

I was not able to attend the two meetings this week on the Sterling Hwy project.
So hoping to find out how many folks attended and what the feedback is that you received.


I also just received a call from a constituent regarding a road concern on this Sterling Hwy section and want to call her back after talking to you.

Also....will there be more meeting scheduled again for this fall for public input?

Thanks so much.
jane

Jane M. Conway

Staff to Senator Cathy Giessel
145 Main Street Loop, Suite 227
Kenai, Alaska 99611
907-283-0245

Grace Merkes <merkes2@yahoo.com> 
To: "sterlinghwy@brooks-alaska.com" <sterlinghwy@brooks-alaska.com>
Reply-To: Grace Merkes <merkes2@yahoo.com>
re: AKSAS Project 54830

July 24, 2013 9:56 AM

1 Attachment, 16 KB

Anne

Here are our comments from the Sterling Community Club. Please include them in your report.

from; Grace



[Letter to DOT.docx \(16 KB\)](#)

Sterling Community Club, Inc.
PO Box 15
Sterling, Ak 99672

To: State of Alaska DOT
Subject: Sterling Highway Design—Sterling to Soldotna

July 24, 2013

Sterling residents have several concerns with the proposed design for the new highway between Sterling and Soldotna AKSAS project No. 54830.

Re: a meridian design that is DOT's preferred choice

- A meridian restricts access for those with large truck, vehicles with trailers and motor homes with cars attached (U-turns are impossible and you cannot drive around a block to turn around).
- Meridians cause congestion at intersections for those making left hand turns onto and off the highway
- It restricts access to local business (business income comes from those traveling the highway system. Cut off access and you have businesses struggling and even going out of business)
- Meridians restrict access to residential homes
- Motorist drive faster on Highways with split meridians thus causing more accidents

We only have traffic congestion problems in a few areas and these can be addressed with a much smaller design ie;

- Using passing lanes
- Left and right hand turn lanes
- A five lane in some areas
- A split meridian design between Evergreen and Robinson Loop
- A reduced speed limit

Making simple changes would accommodate travelers for another 20 or 30 years and would not cause major traffic problems during construction season. A simple design would also save the Federal and State government a lot of money.

The Sterling Community Club with input from the Sterling community is working on a Plan for a safety route within 2 miles of the Sterling Elementary School through a grant from State DOT. Some people have discussed having a "stop Light" installed at the corner of Swanson River Road and the Sterling Highway. This would greatly improve ingress and egress to the new Sterling Community Center, the Sterling School, the Baptist Church and all the workers at the Swanson River oil fields.

This section of highway you are discussing runs through a residential and business corridor and the design should incorporate this as the number one consideration for all options. The Sterling and Soldotna citizens live and work here and our input should have the highest priority. We invite you to discuss these road upgrades at a Sterling Community Club meeting in the near future.

Sincerely;

Bob Oakes, President of Sterling Community Club, Inc.

July 25, 2013 8:10 AM

Anne Brooks <sterlinghwy@brooks-alaska.com>
To: Shelley Burlison <burlisonak@gmail.com>
Cc: Anne Brooks <sterlinghwy@brooks-alaska.com>
Re: Sterling Highway Safety Corridor Study

Shelly -- thanks for your comments on the Sterling Highway between Sterling and Soldotna. Your thoughts echo much of what we heard during at our Monday/Tuesday mobile meetings. We will incorporate your suggestions into our reports.

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: 866-525-1877
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Jul 22, 2013, at 4:07 PM, Shelley Burlison <burlisonak@gmail.com> wrote:

----- Forwarded message -----
From: Shelley Burlison <burlisonak@gmail.com>
Date: Mon, 22 Jul 2013 15:58:18 -0800
Subject: RE: Sterling Highway Safety Corridor Study
To: kevin.jackson@alaska.gov, joannmitchell@kinneyeng.com

Good Afternoon!

I live in the Sterling area off of Robinson Loop and travel the Sterling Highway from 4 to 7 days a week. I work in Soldotna. Lately with the tourist's, fisherman, and dip-netter's the traffic has been incredible! I'm thankful each time I make it to my destination safely and home again!!!

My husband and I moved to the Kenai Peninsula in 2005 after living in Fairbanks for 28 years. One of the first things I noticed were all the memorials along the roadway. I was shocked!

I've read from your website you are planning slow vehicle turnouts from Soldotna to Homer, a good idea how about in the Sterling to Soldotna area also. I also thought with all the traffic between Sterling and Soldotna how about reducing the speed in the area of business between "Good Time Charlies and "Lyden Transportation." Vehicles are turning into "Big John's", the "Harley Shop," the church, the Chinese eatery, video store etc. People are passing those stopped in the highway waiting to turn into a business; on the shoulders of the road!!! This is really scary and another thing I never say until I moved to the KP; it's all very dangerous!!!! Ideally we need 4 lanes of Highway from Sterling all the way to Soldotna or a wider two lane highway with turning lanes. Also more State Troopers in that area during the high traffic times would be helpful to enforce the speed limit, driving with your lights on etc. I understand the constraints of a DOT budget and the time needed to make the Sterling Highway a safer highway for all Alaskans. Thank you for the opportunity to voice my concerns and comments.

Best Regards,

Shelley R. Burlison
38055 Sandlin Street

Sterling, AK

PO Box 3523
Soldotna, AK 99669

Anne Brooks <sterlinghwy@brooks-alaska.com>
To: Grace Merkes <merkes2@yahoo.com>
Cc: Anne Brooks <sterlinghwy@brooks-alaska.com>
Re: re; AKSAS Project 54830

July 25, 2013 8:08 AM

Thank you Grace. It was nice to meet you Tuesday and tour that wonderful new facility. We will be looking forward to using it for a Sterling meeting venue.

We had a good turnout for the mobile meetings in both Sterling and Soldotna. Thanks for your suggestion to park at the community center and at the post office.

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: 866-525-1877
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Jul 24, 2013, at 9:30 AM, Grace Merkes <merkes2@yahoo.com> wrote:

Anne

Here are our comments from the Sterling Community Club. Please include them in your report.

from; Grace
<Letter to DOT.docx>



DOT hosts mobile meetings about Sterling Highway

Posted: July 29, 2013 - 8:18pm

By KAYLEE OSOWSKI

Peninsula Clarion

The 10.99-mile stretch of the Sterling Highway between Soldotna and Sterling has seen 32 fatal accidents and 85 major injury accidents in the past 35 years.

The Alaska Department of Transportation and Public Facilities is working to create and implement a plan decrease these numbers.

In 2009 this section of road was designated as a highway safety corridor because of its high number of fatal and serious injury crashes. The segment of highway between Soldotna and Sterling is one of four designated corridors the DOT is working to make safer. Since becoming a safety corridor, law enforcement has been increased, speed limits have been reduced and there has been more signage. With no fatalities since the inception of the Sterling Highway safety corridor, these changes have proved to decrease accidents, but DOT wants to improve safety further.

The preferred solution DOT suggests is to make that segment of road a four-lane divided highway, but there are still a lot of considerations that need to be verified, Anne Brooks, public involvement coordinator, said. The department needs to ensure there is adequate right of way, analyze crash data and consider public input — all part of phase one of the project.

The department decided to try a new method to connect with people about the accident issue for the Sterling Highway. Instead of finding a venue and putting researchers in hotel rooms for a few days of information gathering, Brooks and Associates, hired by the DOT to provide technical support for the project, rented an RV and setup “mobile meetings.”

On July 22, Brooks and Camden Yehle, public involvement associate, parked the RV at Fred Meyer in Soldotna in the morning and Safeway in the afternoon.

In Sterling they met with interested people at the post office and the community center on Tuesday. Brooks said she figures the duo talked to 150 people over the two-day event.

“People are passionate about that roadway because they’ve had near misses,” Brooks said.

Brooks said they heard “lots of great feedback” in Soldotna and Sterling. She said some people have been very receptive to the idea of a four-lane highway divided by a median with a break every one half to one mile. Others, especially business and property owners along the highway have been a little less enthusiastic about the four-lane solution. Their concern is not only will they maybe have to drive the highway in the opposite direction of their destination until a median break where they can make a U-turn, but customers may have to do the same.

Another concern raised was how will bikers, ATV riders, runner and walkers be accommodated. Brooks said DOT has existing right of way along the highway, and the department hopes to be able to expand within the those lines, but will consider alternative options based on safety and cost.

With 21 of the 32 fatal accidents between 1977 and 2012 resulting from head-on collisions, Brooks said medians would help prevent those types of accidents.

Brooks said she received a lot of comments on the Mackey Lake Road intersection, a hilltop intersection where DOT put in left turn lanes. She said many people suggested putting left turns at other busy intersections like Forest Lane and Jim Dahler Road. Brooks said if the funding is available and depending on what the priorities throughout Alaska for traffic safety are, left turn lanes at that intersection may be a possibility.

Other people suggested reducing speeds among other temporary safety solutions before the ultimate project begins, which is a few years away from construction.

Phase one of the project is scheduled to be completed in November. Brooks said people can continue to comment on the project’s website, sterlinghwy.com or the DOT Facebook page.

Kaylee Osowski can be reached at kaylee.osowski@peninsulaclarion.com.

[Comments](#)

[Back to Top](#)

Follow This Article

"Ferguson, Cynthia (DOT)" <cynthia.ferguson@alaska.gov>

August 21, 2013 10:46 AM

To: "Miranda, Jessica A (DOT)" <jessica.miranda@alaska.gov>, Anne Brooks <a.brooks@brooks-alaska.com>

FW: Soldotna to Sterling Highway study

Comment for our Sterling Hwy project.

-----Original Message-----

From: Morton, Kenneth M (DOT)

Sent: Wednesday, August 21, 2013 10:23 AM

To: Ferguson, Cynthia (DOT)

Subject: FW: Soldotna to Sterling Highway study

-----Original Message-----

From: Campbell, Robert A (DOT)

Sent: Wednesday, August 14, 2013 8:38 AM

To: Morton, Kenneth M (DOT)

Subject: FW: Soldotna to Sterling Highway study

-----Original Message-----

From: Commissioner, DOT (DOT sponsored)

Sent: Tuesday, August 13, 2013 3:53 PM

To: Campbell, Robert A (DOT)

Subject: FW: Soldotna to Sterling Highway study

Below email received, Commissioner Kemp requested that this be sent to your attention.

Thanks -
Shannon E.

-----Original Message-----

From: Jim Fassler [mailto:jimfassler@gmail.com]

Sent: Tuesday, July 30, 2013 9:53 AM

To: Commissioner, DOT (DOT sponsored)

Subject: Soldotna to Sterling Highway study

There was a recent request for ideas for improving safety on the Sterling Highway from Soldotna to Sterling. Here is my suggestion.

When I first arrived in Soldotna in 1990, there was a DOT project that was to make this portion of the highway 4 lane. That project acquired sufficient right of way to improve the highway, but only 2 lanes were built. Why not visit the archives & bring back that plan. I believe that it only needs funding and completion of that plan.

Jim Fassler
jimfassler@gmail.com
907-398-8384

Phil Nash <nashlaw@acsalaska.net>
To: sterlinghwy@brooks-alaska.com
driving issues

August 1, 2013 8:31 AM

Sorry I missed the meetings.

I live in Nikiski and work in Kenai and must drive to or through Sterling periodically. It is always a white knuckle experience from Soldotna to Sterling and return, and sometimes from South Miller to Kenai and return, for the following reasons:

Tailgating: It is not unusual to have someone following so closely that you cannot see their grill in the mirror, but you can see the brand of pop or energy drink they are drinking, and sometimes even watch them picking their nose. (At 55 that is troublesome.)

No Headlights and Passing in Fog (Nikiski): A few days ago I was coming into Kenai from South Miller about 6:30 a.m. in dense fog--35 was questionable speed--a pickup got on my tail and after switching my cargo bed light on and off a few times trying to get him to think about tailgating, he passed with engine screaming, just as a car from town heading North appeared out the fog with no headlights. Two stupid people nearly had the opportunity to meet. I hit the breaks and started to look for a place to go, as I saw the truck swerve back into the lane ahead of me, while the oncoming car swerved into the paved portion of the side of the highway going North, and within seconds the nut in the pickup was swallowed up by the fog ahead of me. He is really a slow learner. (How do you teach the stupid?)

Passing Left turning cars: When there is a car slowing or stopping to turn left, the traffic just moves over past the fog lines and passes on the right. If a driver slows and stops in the driving lane behind someone turning left, the traffic behind honks and tries to pass the waiting driver also on the right. (That is mostly between Soldotna and Sterling, causes stress in the person behind the turning car who is trying to do it correctly.)

Passing Right Turning Cars: When there is a car slowing and blinking for a right turn, the traffic moves over to the left and passes on the left, requiring cars coming head on to move over to or over the fog line themselves to miss the nuts crowding them from your lane of traffic. (That is just plain scary.)

I know you cannot require a special training class for stupid drivers, but perhaps a plain clothes trooper or DOT traffic engineer, on a four-wheeler with a mounted and disguised video camera driving down the borrow ditch toward traffic in the Sterling - Soldotna area, could at least get some action shots of what goes on, (providing they do not get hit by the high speed younger nuts on 4-wheelers who think that area is a race track), to help in planning solutions.

Hope this helps, as something needs to be done to retrain, refrain, or restrain many of the drivers from Sterling to Nikiski and back.

Also, the email address appearing in the web-site should be a hot key, not a cut and paste.

Phil N. Nash
110 S. Willow, Suite 104
Kenai, AK 99611

907-283-7514

Stan and Nikki Welles <welles@ptialaska.net>

August 2, 2013 10:08 AM

To: sterlinghwy@brooks-alaska.com

Sterling Highway Safety Corridor Study

Greetings:

We live in Sterling right before the bridge on Moose River Drive, we have only been here a year after living in Homer for 20 years. During the year we have been here and driven into Soldotna we have noticed an increase of traffic during the "fishing" season. So my suggestion would be to put in turn lanes at the major intersections. That way the cars making left turns would not cause traffic problems. Or if the people are so "up in arms" to have a four lane divided highway, put in a "toll booth" and pay for it that way. (The Boulder-Denver, CO Turn Pike was paid for that way and once it was paid for the toll booth was removed.)

Thank you for your asking for input from the public,

Sincerely,

Nikki Welles

From: Hunt, Angela M (DOT)
Sent: Tuesday, August 13, 2013 3:21 PM
To: gwilliams@borough.kenai.ak.us
Cc: Ferguson, Cynthia (DOT)
Subject: Sterling Hwy Safety Corridor Study_KRC Meeting August 28?

Hi Gary,

The Department of Transportation and Public Facilities (DOT&PF) is initiating a Safety Corridor Study on the Sterling Highway between the community of Sterling and Soldotna. The purpose of the study is to address safety concerns that led to the highway being designated as a Safety Corridor, identify data gaps, and conduct environmental studies. Public involvement efforts are underway and DOT&PF is currently preparing scoping materials to distribute to agencies within the next several weeks. DOT&PF is interested in presenting the proposed project to the agencies at the KRC meeting on August 28, 2013. Is it possible to get on the meeting agenda for that day? If not, is there a better date/time?

Thank you,
Angela

Angela Hunt



DEPT. OF TRANSPORTATION & PUBLIC FACILITIES
PD&E | ENVIRONMENTAL TEAM LEADER

Office 907.269.0529 | Fax 907.243.6927
P.O. Box 196900 | Anchorage, AK 99519-6900
angela.hunt@alaska.gov | dot.alaska.gov

"Lautaret, Jake" <JLautaret@borough.kenai.ak.us>
To: sterlinghwy@brooks-alaska.com
sterling highway

August 23, 2013 7:06 AM

Hello,

My thoughts for the highway improvements are as follows: I would like to see a center turn lane that would keep the traffic flowing. I would like to see a couple of pedestrian under passes, similar to the one going under Arctic blvd. by Valley of the Moon Park in Anchorage. This would help kids have a safe place to cross the highway during the summer rush. A paved bike path on one side of the highway would be nice with a dirt trail on the other side for ATV's.

Thanks,
Jacob Lautaret

Anne Brooks <sterlinghwy@brooks-alaska.com>
To: Bob Jensen <rjensen@alaska.net>
Cc: Anne Brooks <Sterlinghwy@brooks-alaska.com>
Re: Sterling Highway Safety Corridor

August 24, 2013 12:15 PM

Bob -- thanks for your comments on the Sterling Highway project.

Your suggestions are being forwarded to the project manager for consideration as the safety study is developed. We heard quite a bit about the lack of compliance with speed limit signs in the Sterling area at our recent mobile meetings.

We will add you to our outreach lists so you will receive notification of future meetings and outcome of the study.

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: 866-525-1877
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Aug 24, 2013, at 10:40 AM, Bob Jensen <rjensen@alaska.net> wrote:

My main concern of this project is where the Safety Corridor ends.

Why does it end at the Scale House. It is at the start of the five lane highway through Sterling. There is a sign at that point that states there is no further compliance from this point. The 45 mile sign is in the middle or several other signs and the next 45 MPH sign is not until across the highway from the Gas Station in the middle of Sterling. By this time people are already at 55 MPH through Sterling and are not slowing to 45. Just try to get onto the Highway from the Post Office or Midway Drive

Why not extend the Safety Corridor to the end of the 5 lane highway on the east end of Sterling. To me, to stop it at the Scale House makes as much sense as the intersection of Sterling Highway and Midway Drive at the Post Office where one has to turn back on their selves in order to get on the Midway Drive. (I don't know who the Engineer (?) was that designed that intersection but I don't think he had his head on straight that day) My opinion, of course.

As far as the plans for the highway itself, It looks good to me and we really need it to proceed ASAP.

Robert F. (Bob) Jensen
P. O. Box 107
Sterling, AK 99672
(907) 262-4057



September 4, 2013

Project: Sterling Highway Safety Corridor Study - Sterling to Soldotna
Project No. 54830

Re: Request for scoping comments

The Alaska Department of Transportation and Public Facilities (DOT&PF) is soliciting comments and information on a state funded safety enhancement study for the Sterling Highway between Soldotna [milepost (MP) 82.5] and Sterling (MP 94), within the Kenai Peninsula Borough, Alaska (Figure 1 and 2). The study is part of DOT&PF's continuing efforts to bring focus on improving safety within designated safety corridors and will provide direction to DOT&PF on future safety enhancement projects. The main components of the study include public, agency, and tribal outreach, environmental analysis of sensitive resources, and preliminary engineering studies.

Purpose and Need

The DOT&PF designated this segment of the Sterling Highway as a highway Safety Corridors due to its high incidents of fatal and major injury crashes and congestion during peak season. The purpose of the study is to evaluate options to improve the safety, to identify constraints, and to evaluate and prioritize future safety enhancement projects. When the study is complete, the DOT&PF will develop a preliminary decision document outlining alternatives and a preliminary engineering report for the preferred alternative.

Existing Conditions

The Sterling Highway serves as a critical transportation link serving local traffic and commuters as well as tourism, recreation, and commercial transportation. Summer traffic on the Sterling Highway between Sterling and Soldotna doubles from its annual average of approximately 8,300 to over 17,000 vehicles per day. This segment of the highway is a two-lane, two-way roadway, classified as Rural Principal Arterial - Interstate. The section of highway between MP 82.5 and 94 has no passing lanes, limited passing opportunities, and no officially designated slow-vehicle turnouts. The two lanes are divided by a painted median where left-turn lanes are provided at major intersections: Scout Lake/Swanson River Road, West Scout Lake, Robinson Loop Road/Tustamena Street, and Mackey Lake Road. Previous upgrades along the corridor include widening shoulders, improving horizontal and vertical curve alignments, and improving intersections.

Preliminary Environmental Research

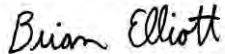
The DOT&PF conducted preliminary research and field studies to identify sensitive environmental resources within the project corridor. A summary of the preliminary research and field work is attached. You can find additional information about the study at the project's website: www.sterlinghwy.com

"Keep Alaska Moving through service and infrastructure."

If your agency has any comments, recommendations, additional information, or if you would like to request a meeting to further discuss the study, please provide a written response to our office no later than **September 30, 2013**.

Please contact Angela Hunt, Environmental Team Leader, at 269-0529 or via email at angela.hunt@alaska.gov or Cynthia Ferguson, P.E., Project Manager, at 269-0589 or via e-mail at cynthia.ferguson@alaska.gov with any questions.

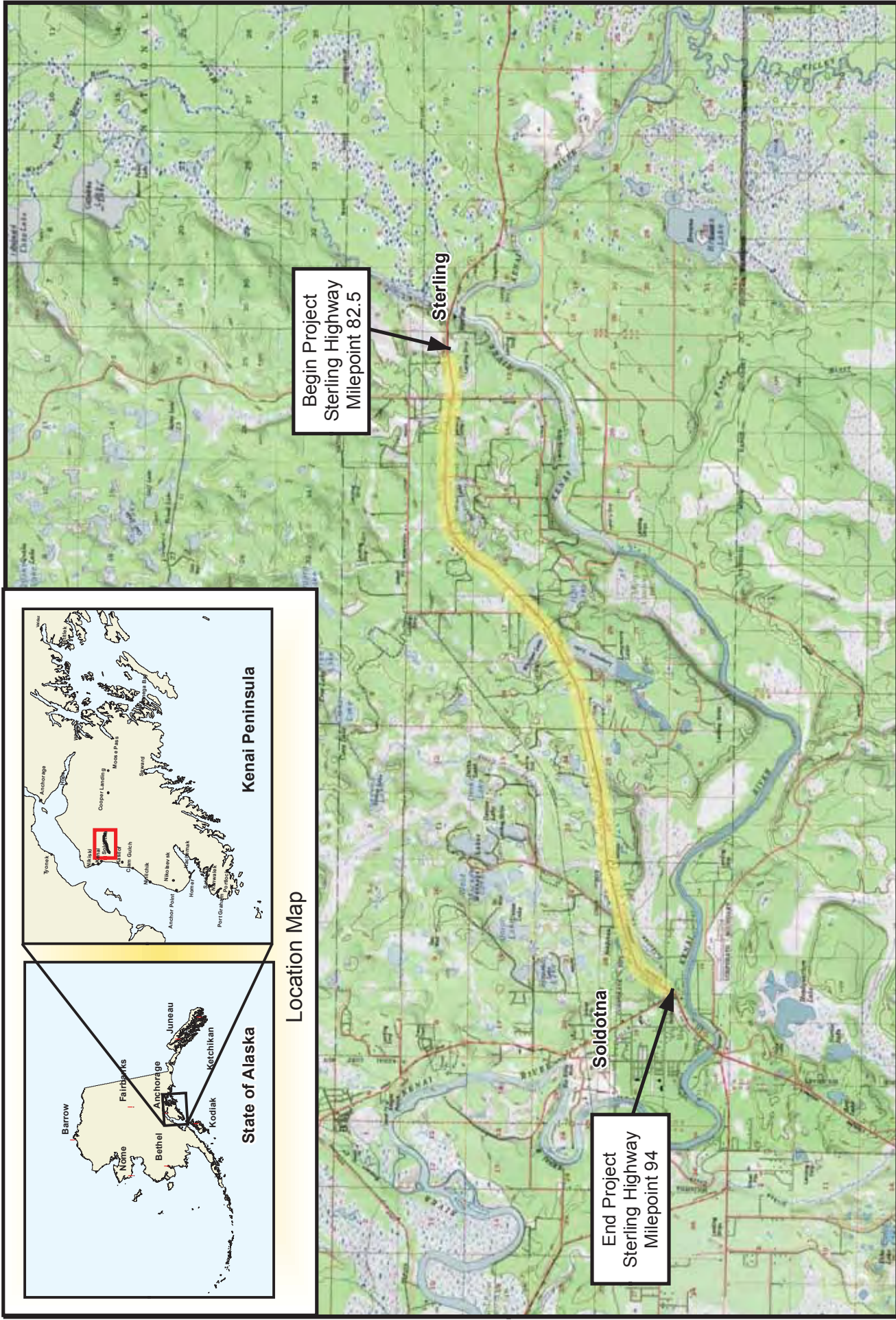
Sincerely,



Brian Elliott
Regional Environmental Manager

Attachments: Figure 1: Project Location
 Figure 2: Political and Mapping Boundaries
 Figure 3A-C: Project Area
 Figure 4: Land Use Designations
 Preliminary Environmental Research

cc w/o enclosures: Angela Hunt, DOT&PF Environmental Team Leader
 Cynthia Ferguson, P.E., DOT&PF Project Manager, Highway Design
 Dennis Linnell, P.E., HDL Project Manager
 Heather Campfield, HDL, Environmental Manager

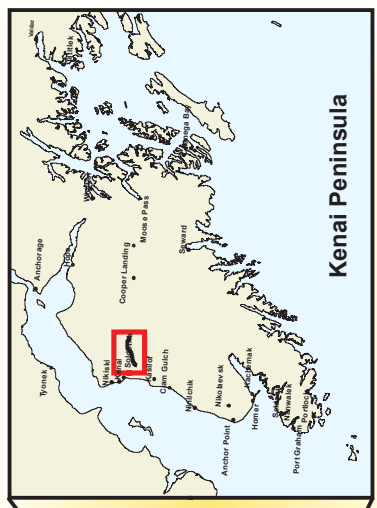


Begin Project
Sterling Highway
Milepoint 82.5

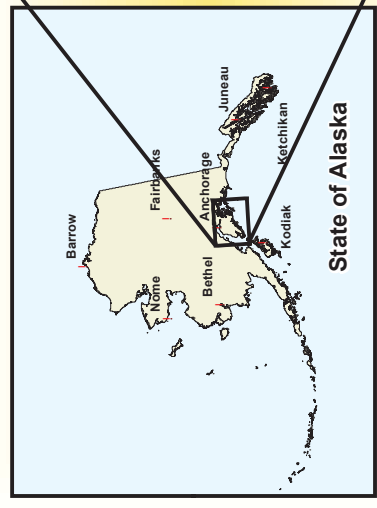
Sterling

End Project
Sterling Highway
Milepoint 94

Soldotna



Kenai Peninsula



State of Alaska

Location Map



1 in = 2 miles

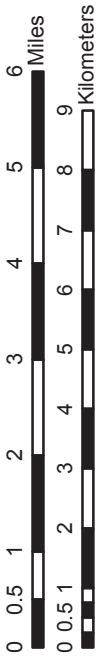
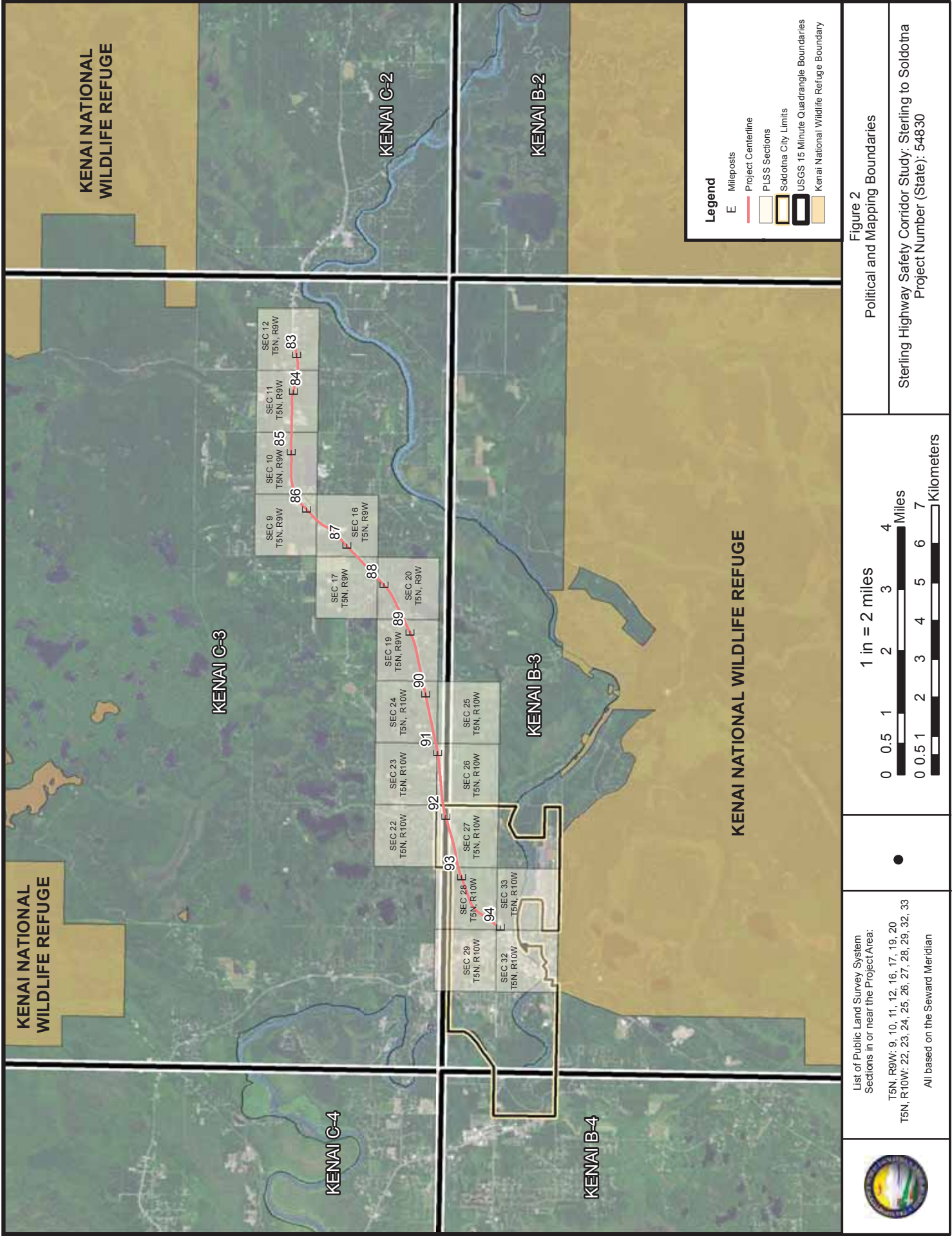
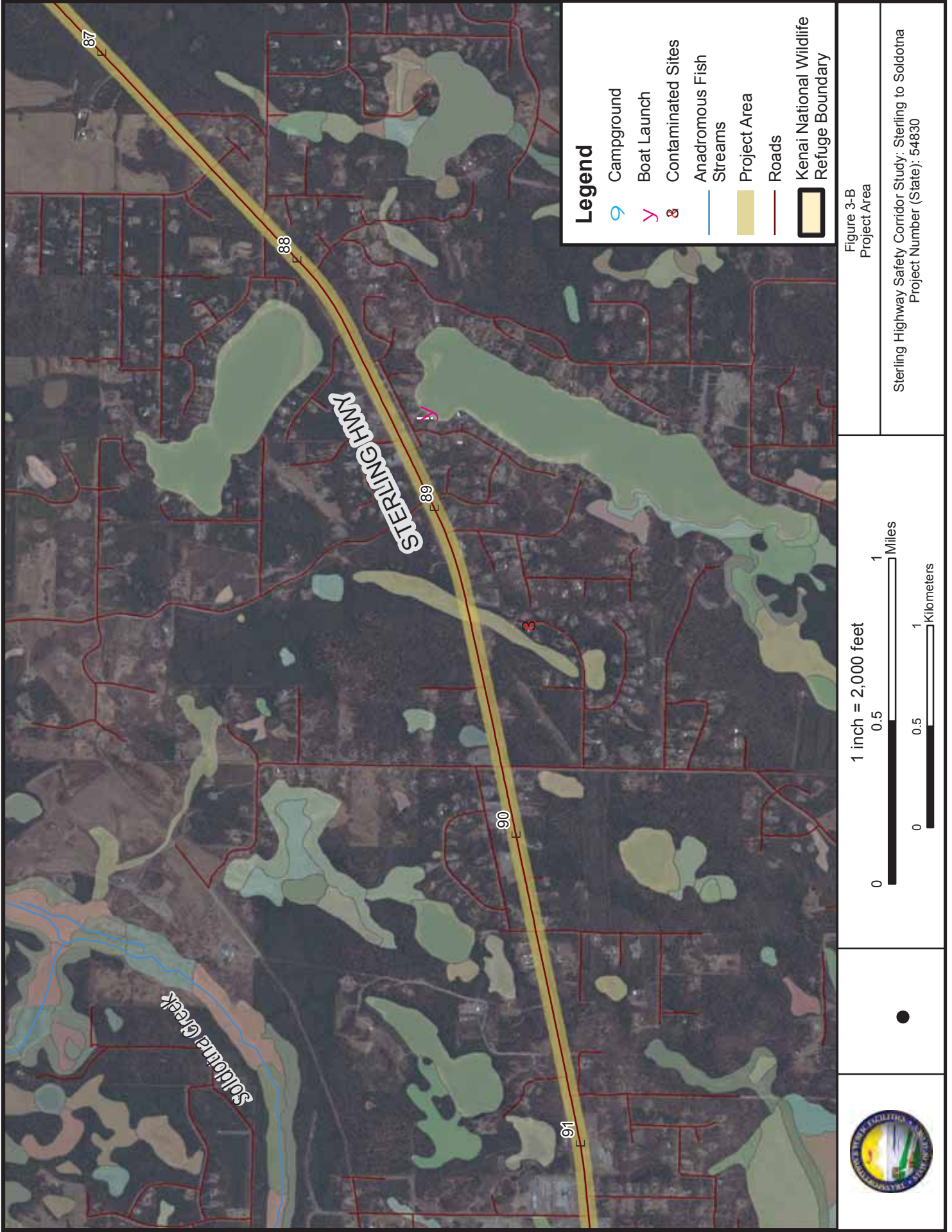


Figure 1
Project Location

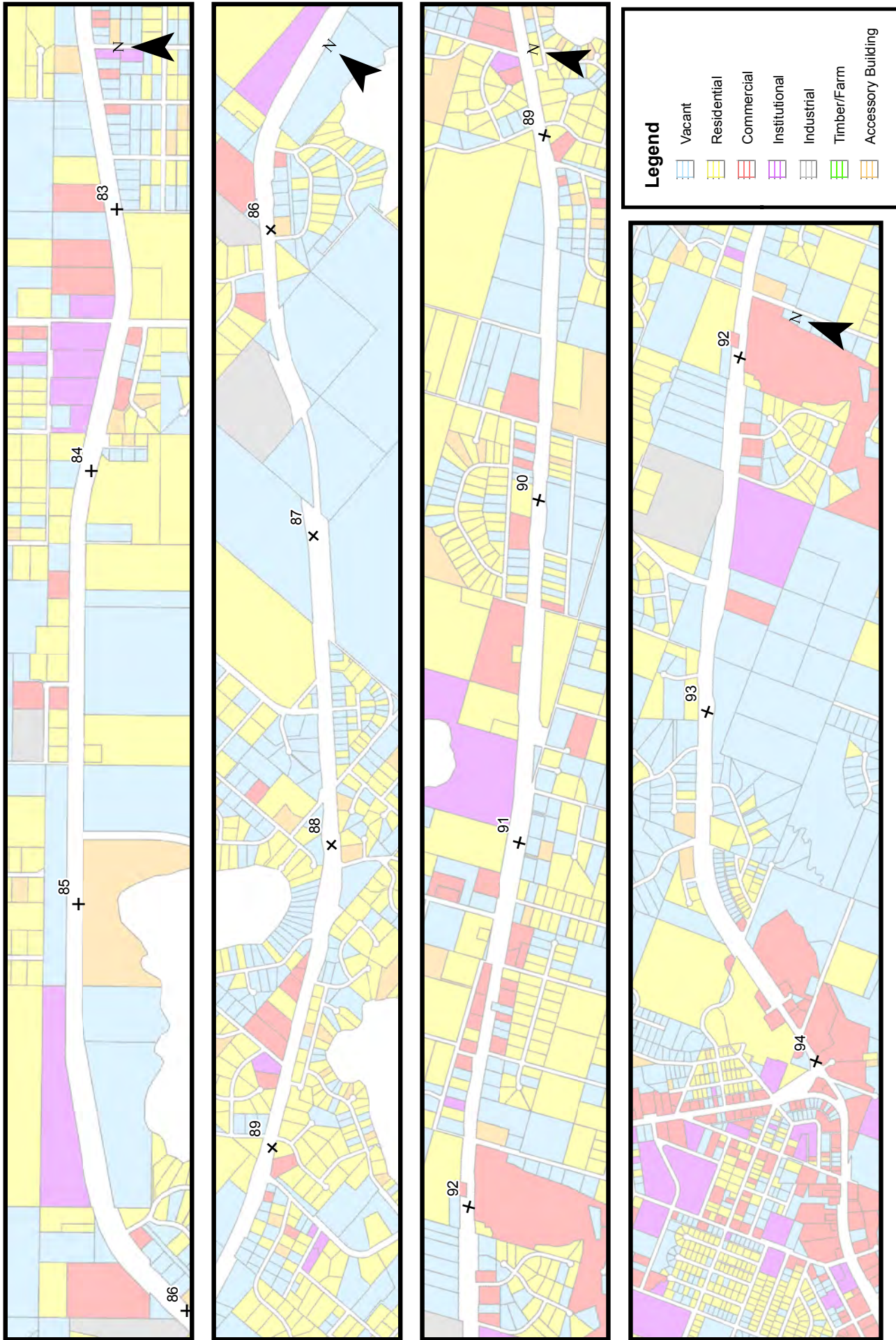
Sterling Highway Safety Corridor Study: Sterling to Soldotna
Project Number (State): 54830











<p>Classification based on the Landuse Layer provided by Kenai Peninsula Borough GIS as of 6/25/2013</p> <p>Mile Markers based on ADOT & PF GIS data Locations are approximate Missing markers from data set added by interpolation</p>		<p>1:24,000</p> <p>0 0.25 0.5 1 Miles</p> <p>0 0.5 1 Kilometers</p>	<p>Figure 4 Land Use Designations</p> <p>Sterling Highway Safety Corridor Study: Sterling to Soldotna Project Number (State): 54830</p>
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PRELIMINARY ENVIRONMENTAL RESEARCH

Air Quality

A review of the Alaska Department of Environmental Conservation (ADEC) Air Non-point Mobile Source list of communities on June 3, 2013, indicated the proposed project is not located in a non-attainment or maintenance area.

Anadromous Fish Streams and Essential Fish Habitat

The Alaska Department of Fish and Game *Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* (reviewed August 20, 2013) indicates two streams in the study corridor are anadromous: an unnamed stream (244-10-10010-2061) and Soldotna Creek (244-30-10010-2039). The unnamed stream is adjacent to the corridor, approximately 500 feet south of MP 83 of the highway. The unknown stream is mapped as for coho salmon rearing. Soldotna Creek crosses the Sterling Highway through a culvert at approximately MP 92.5 and is mapped for the following species: coho salmon spawning and rearing; king salmon rearing; and dolly varden, lamprey, and stealhead trout present.

Contaminated Sites, Spills and Underground Storage Tanks

The ADEC contaminated sites databases (reviewed June 3, 2013) indicate there are known contaminated sites adjacent to the project corridor. The DOT&PF conducted a Phase I Environmental Site Assessment in accordance with ASTM E1527-93 to identify known and potential areas of contamination/hazardous materials within the project corridor. Several potential contaminated sites were identified adjacent to the corridor with most of them being associated with industrial, mechanical or gas/service stations.

Flood Plain and Regulatory Floodway

The Federal Emergency Management Agency Flood Maps (reviewed June 3, 2013) indicate that the majority of the project corridor is located within Zone D - an area with possible but undetermined flood hazards. At Soldotna Creek the Sterling Highway passes through an area mapped as Zone A - an area where no flood elevation has been determined but within the 100-year floodplain. The project corridor is located on the FEMA Flood Insurance Rate Map Panels 02012 2045 C; 020012 2070 A; 020012 2065 A.

Historic Properties, Archeological and Cultural Resources

The project corridor has had several cultural resource surveys over the last 15 years. A review of these surveys along with a field investigation will be completed in the summer of 2013. No coordination with the State Historic Preservation Office and tribes per AS 41.35.070 is required because the study does not involve construction activities.

Land Uses and Right-of-Way

Land uses adjacent to the project corridor consist of a mix of residential, commercial, and industrial areas. As part of the study, DOT&PF will inventory properties along the DOT&PF right-of-way.

The proposed project is included within Alaska's 2012-2015 Statewide Transportation Improvement Plan. The proposed project is consistent with relevant policies in the following land use plans:

- Kenai Peninsula Borough Area Comprehensive Plan (2005)
- Kenai Peninsula Borough Transportation Plan (December 2003)
- Kenai Area Plan (2001)

Migratory Birds and Eagles

Several species of migratory birds are listed as species of conservation concern in Alaska Department of Fish & Game's *Wildlife Action Plan* and have the potential to occur within the project area. Restrictions on vegetation clearing during the nesting season would be implemented with all provisions and regulations outlined in and pursuant to the Migratory Bird Treaty Act.

Preferred habitat for Bald and Golden Eagles, as described in the U.S. Fish and Wildlife Service's (USFWS) *National Bald Eagle Management Guidelines* (2007), potentially exists within the study corridor. The DOT&PF will conduct an eagle nest survey to identify active nests in the project corridor.

Moose

The DOT&PF has identified this segment of the highway as the top ranking moose-vehicle collision corridor in the state. DOT&PF will evaluate the feasibility and cost-effectiveness of various mitigation solutions such as fencing, lighting, and grade separation.

Navigable Waters

The U.S. Army Corps of Engineers Alaska District's List of Navigable Waters (reviewed on June 3, 2013) indicates that no navigable waters exist within the project corridor. The Kenai River is the closest navigable water and is located, at its closest, approximately half a mile south of the Sterling Highway.

Noise

Noise sensitive receivers within the study corridor include; residences, businesses, the Sterling School, and two parks. The DOT&PF will conduct a traffic noise study in accordance with the DOT&PF's 2011 Noise Policy.

Receiving Waters and Impaired Water Bodies

Potential receiving waters for the proposed project area are Soldotna Creek, Kenai River, Whisper Lake, Longmere Lake, Scout Lake, and various unnamed ponds and wetlands adjacent to the project corridor. Alaska's *Final Integrated Water Quality Monitoring Assessment Report* indicates none of the receiving waters are impaired.

State Parks, National Parks, National Forests, Wild and Scenic Rivers

The Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation, and the Kenai Peninsula Borough Interactive Parcel Viewer (reviewed June 2, 2013) indicate that the Scout Lake State Recreation Area and Longmere Lake Boat Launch are within the project corridor. No national parks, national forests, or wild and scenic rivers are within the project vicinity.

State Refuges, National Wildlife Refuges, Critical Habitat Areas and Sanctuaries

The National Park Service website (reviewed on June 3, 2013) indicates that the project corridor is not within a National Wildlife Refuge, Critical Habitat Area, or Sanctuary. The Kenai National Wildlife Refuge is located approximately six miles east of the project corridor.

A review of the ADF&G listing of State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries on June 3, 2013, indicated no State Refuges, Critical Habitat Areas, and Sanctuaries within the project area.

Threatened and Endangered Species

The U.S. Fish and Wildlife Service and Alaska Department of Fish and Game threatened and endangered species websites (reviewed on June 3, 2013) indicate no listed federal threatened or endangered species or their critical habitats are known to exist in the proposed project area. Two candidate species, the Kittlitz's murrelet (*Brachyramphus brevirostris*) and the yellow-billed loon (*Gavia adamsii*), have potential to be encountered in the project corridor. However, according to the Anchorage Fish and Wildlife Office Section 7 Consultation Guide Map, the preferred habitat for these two candidate species does not exist within the project corridor.

Wetlands and Other Waters of the U.S.

The U.S. Fish and Wildlife Service National Wetlands Inventory as well as the Kenai Lowland Wetland Mapping and Classification database (reviewed on June 7, 2013) indicate wetlands are present within and adjacent to the project corridor. The DOT&PF conducted a wetland delineation in accordance with the US Army Corps of Engineers Wetland Delineation Manual and 2007 Alaska Supplement, and identified several wetland complexes adjacent to the highway.

Dara Glass <dglass@ciri.com> 

September 6, 2013 7:48 AM

To: "Hunt, Angela M (DOT)" <angela.hunt@alaska.gov>

Cc: "Ferguson, Cynthia (DOT)" <cynthia.ferguson@alaska.gov>, "Elliott, Brian A (DOT)" <brian.elliott@alaska.gov>, "Dennis R. Linnell" <dlinnell@hdlalaska.com>, "Heather A. Campfield" <hcampfield@hdlalaska.com>, "Miranda, Jessica A (DOT)" <jessica.miranda@alaska.gov>, Anne Brooks <a.brooks@brooks-alaska.com>

Re: 54830: Sterling Hwy Safety Corridor Study_Request for Scoping Comments

1 Attachment, 3 KB

Thank you! It is quite possible we won't have any but to be on the safe side.... Thank you for granting CIRI's request.

Dara Glass
CIRI Land Manager

On Sep 6, 2013, at 7:38 AM, "Hunt, Angela M (DOT)" <angela.hunt@alaska.gov<mailto:angela.hunt@alaska.gov>> wrote:

Hi Dara,
Extending the comment period is not a problem. We appreciate any feedback you have.
Thank you,
Angela Hunt

From: Dara Glass [mailto:dglass@ciri.com]
Sent: Wednesday, September 04, 2013 8:29 AM
To: Hunt, Angela M (DOT); Dan Bevington; 'Czarnezki, John';
'imweb@borough.kenai.ak.us<mailto:imweb@borough.kenai.ak.us>';
'mbest@borough.kenai.ak.us<mailto:mbest@borough.kenai.ak.us>';
'swalden@borough.kenai.ak.us<mailto:swalden@borough.kenai.ak.us>';
'klyon@borough.kenai.ak.us<mailto:klyon@borough.kenai.ak.us>';
gwilliams@borough.kenai.ak.us<mailto:gwilliams@borough.kenai.ak.us>; Russell, Pamela J (DNR); Ayers, Jean M (DNR);
Thompson, Richard B (DNR); Blackwell, Jack D (DNR); Bittner, Judith E (DNR); Rinke, Hans J (DNR); Litchfield, Virginia P (DFG);
Selinger, Jeff S (DFG); DEC-Webmaster (DEC sponsored); Heil, Cynthia L (DEC); Bainbridge, Steven T (DEC); Rypkema, James
(DEC); Ashton, William S (DEC); Krauss, Brenda K (DEC); 'akswcd@alaskaswcds.org<mailto:akswcd@alaskaswcds.org>';
'mdixson@ci.soldotna.ak.us<mailto:mdixson@ci.soldotna.ak.us>';
'acarmichael@ci.soldotna.ak.us<mailto:acarmichael@ci.soldotna.ak.us>';
'squeen@ci.soldotna.ak.us<mailto:squeen@ci.soldotna.ak.us>';
'HCD.Anchorage@noaa.gov<mailto:HCD.Anchorage@noaa.gov>';
'cepoa.co.r.s.k@usace.army.mil<mailto:cepoa.co.r.s.k@usace.army.mil>';
'cepoa.rd.kenai@usace.army.mil<mailto:cepoa.rd.kenai@usace.army.mil>';
'james.n.helfinstine@uscg.mil<mailto:james.n.helfinstine@uscg.mil>'; 'ak_kenafish@fws.gov<mailto:ak_kenafish@fws.gov>';
'Maureen_deZeeuw@fws.gov<mailto:Maureen_deZeeuw@fws.gov>'; 'ellen_lance@fws.gov<mailto:ellen_lance@fws.gov>';
'srandall@fs.fed.us<mailto:srandall@fs.fed.us>'; 'jeanne.hanson@noaa.gov<mailto:jeanne.hanson@noaa.gov>';
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'alindgren@kenaitze.org<mailto:alindgren@kenaitze.org>'; 'tribaladmin@gutekcak.org<mailto:tribaladmin@gutekcak.org>';
'info@chugachmiut.org<mailto:info@chugachmiut.org>'; 'dphillips@chugach-ak.com<mailto:dphillips@chugach-ak.com>';
'kna@alaska.net<mailto:kna@alaska.net>'; NINILCHIK - Richard "Greg" Encelewski; ivan@niniichiktribe-
nsn.gov<mailto:ivan@niniichiktribe-nsn.gov>; Bruce Oskolkoff
Cc: Ferguson, Cynthia (DOT); Elliott, Brian A (DOT); 'Dennis R. Linnell'; 'Heather A. Campfield'; Miranda, Jessica A (DOT); 'Anne
Brooks'
Subject: RE: 54830: Sterling Hwy Safety Corridor Study_Request for Scoping Comments

Thank you, Angela. Due to CIRI's project workload (many of which relate to DOT and Borough roads as well as our own) at the moment, we would like to request an extension until October 15 in order provide comments.

Dara

Dara Glass
CIRI Land Manager

Direct: 907.263.5140

From: Hunt, Angela M (DOT) [mailto:angela.hunt@alaska.gov]
Sent: Wednesday, September 04, 2013 8:26 AM
To: Dan Bevington; 'Czarnecki, John'; 'imweb@borough.kenai.ak.us<mailto:imweb@borough.kenai.ak.us>';
'mbest@borough.kenai.ak.us<mailto:mbest@borough.kenai.ak.us>';
'swalden@borough.kenai.ak.us<mailto:swalden@borough.kenai.ak.us>';
'klyon@borough.kenai.ak.us<mailto:klyon@borough.kenai.ak.us>';
gwilliams@borough.kenai.ak.us<mailto:gwilliams@borough.kenai.ak.us>; Russell, Pamela J (DNR); Ayers, Jean M (DNR);
Thompson, Richard B (DNR); Blackwell, Jack D (DNR); Bittner, Judith E (DNR); Rinke, Hans J (DNR); Litchfield, Virginia P (DFG);
Selinger, Jeff S (DFG); DEC-Webmaster (DEC sponsored); Heil, Cynthia L (DEC); Bainbridge, Steven T (DEC); Rypkema, James
(DEC); Ashton, William S (DEC); Krauss, Brenda K (DEC); 'akswcd@alaskaswcds.org<mailto:akswcd@alaskaswcds.org>';
'mdixson@ci.soldotna.ak.us<mailto:mdixson@ci.soldotna.ak.us>';
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'james.n.helfinstine@uscg.mil<mailto:james.n.helfinstine@uscg.mil>'; 'ak_kenafish@fws.gov<mailto:ak_kenafish@fws.gov>';
'Maureen_deZeeuw@fws.gov<mailto:Maureen_deZeeuw@fws.gov>'; 'ellen_lance@fws.gov<mailto:ellen_lance@fws.gov>';
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'info@chugachmiut.org<mailto:info@chugachmiut.org>'; 'dphillips@chugach-ak.com<mailto:dphillips@chugach-ak.com>'; Dara
Glass; 'kna@alaska.net<mailto:kna@alaska.net>'
Cc: Ferguson, Cynthia (DOT); Elliott, Brian A (DOT); 'Dennis R. Linnell'; 'Heather A. Campfield'; Miranda, Jessica A (DOT); 'Anne
Brooks'
Subject: 54830: Sterling Hwy Safety Corridor Study_Request for Scoping Comments

Agency Staff,

The Alaska Department of Transportation and Public Facilities is soliciting comments and information on a state funded safety enhancement study for the Sterling Highway between Soldotna (milepost 82.5) and Sterling (milepost 94). The purpose of the study is to evaluate options to improve safety, identify constraints, and prioritize future safety enhancement projects. The project's scoping materials can be accessed from the link below:

http://dot.alaska.gov/creg/PDE/projects/54830_SterlingHwy_SafetyCorridor_Study/54830_SterlingHwy_SafetyStudy_AgencyScoping.pdf

After reviewing the scoping information, please reply with any comments, recommendations, and/or additional information your agency may have. We are requesting that comments be delivered by September 30, 2013. If you feel someone else in your organization should receive this notification, please forward this email with the link to the scoping materials to them so they may comment.

Thank you,
Angela Hunt

Angela Hunt

DEPT. OF TRANSPORTATION & PUBLIC FACILITIES

<image001.jpg>

PD&E | ENVIRONMENTAL TEAM LEADER

Office 907.269.0529 | Fax 907.243.6927
P.O. Box 196900 | Anchorage, AK 99519-6900
angela.hunt@alaska.gov | dot.alaska.gov

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[image001.jpg \(3 KB\)](#)

From: Reese, Jill (DOT)
Sent: Thursday, October 03, 2013 3:56 PM
To: McKenzie, Constance M (DOT)
Cc: Campbell, Robert A (DOT); Hartman, Mike (DOT); Amundsen, James (DOT); Ferguson, Cynthia (DOT)
Subject: RE: ROW of Building - Good Time Charlies

Hello Connie:

In reference to the inquiry regarding the Good Time Charlies business location in the ROW on the Sterling Hwy., many years ago a lease agreement was entered into, and the owner of the building pays DOT&PF monthly rent to occupy the land. This type of lease arrangement is rarely used. Once we develop a four lane project that requires the ROW, the lease will terminate. Relocation rights have not been determined at this point but will be evaluated when the lease is terminated.

We believe the surveyors in question are with HDL. If so, they are collecting information for the Sterling Highway Safety Corridor Study. More information on this project can be found at the link below.

<http://www.sterlinghwy.com/>

Please let me know if we can provide more information.

Thanks,

Jill Reese

Media Liaison

State of Alaska Central Region

Department of Transportation & Public Facilities

907.269.0772

PO Box 196900, Anchorage, AK 99519-6900

4111 Aviation Drive, Anchorage, AK

“Keep Alaska Moving through service and infrastructure.”

From: McKenzie, Constance M (DOT)
Sent: Friday, September 27, 2013 11:14 AM
To: Reese, Jill (DOT)
Cc: Campbell, Robert A (DOT)
Subject: FW: ROW of Building

Hi Jill,

Can you help me respond to the questions below?

Thank you,

Connie

From: Wendy Focose [<mailto:Wendy.Focose@akleg.gov>]
Sent: Friday, September 27, 2013 10:02 AM
To: McKenzie, Constance M (DOT)
Subject: ROW of Building

Hi Connie,

We have some questions we need help answering for constituents in regards to the business Good Time Charlie's building located at 42140 Sterling Hwy, Soldotna:

1. Why is it sitting on the right-of-way when many other businesses are forced to move all items on that same right-of-way or pay fines?
2. Why are they able to sit on the right-of-way anyway which is owned by the state, in others words us. Are they paying rent for that land?
3. It appears that there are surveyors working on the road between Sterling and Soldotna city and I was wondering if they are making arrangements to provide four lanes on that portion of the highway? That is very badly needed as there are no turning lanes into side roads

going off the road to surrounding subdivisions and in the summer traffic is held up sometimes for long periods of time there.

4. If the highway will be four lanes going all the way between Sterling and Soldotna will the property have to be relocated to land that the owner of the business actually owns himself?

Thank you,

Wendy Focose
Legislative Staff
Representative Mike Chenault
Speaker of the Alaska State House
Kenai Office
(907) 283-7223

Camden at work <camden@brooks-alaska.com>

November 4, 2013 5:07 PM

To: Jane Conway <Jane.Conway@akleg.gov>

Cc: "Dennis R. Linnell" <dlinnell@hdlalaska.com>, "Cynthia (DOT) Ferguson" <cynthia.ferguson@alaska.gov>, Anne Brooks <a.brooks@brooks-alaska.com>, Public Comments <mycomments@brooks-alaska.com>

Re: Sterling Highway (Sterling to Soldotna) plans

Hi Jane - thank you for contacting us on behalf of Nikki Welles. The project team is reviewing comments received from the July listening posts, completing environmental field studies, beginning preliminary engineering, and completing traffic studies. The project team has begun, based on public input and the data collected to date, to identify alternatives. Comments from the July series of listening posts held in Soldotna and Sterling are available on the project web site at:

http://www.sterlinghwy.com/documents/20130722_MeetingNotes_FINAL.pdf

Additional meetings on the Peninsula are planned for later this fall. If you, or Ms. Welles, have a specific question or comment, please let us know!

Camden Yehle

Brooks & Associates

1704 Rogers Park Court

Anchorage, AK 99508

E-mail: camden@brooks-alaska.com

Tel: 907-272-1877

Toll Free: 866-535-1877

On Oct 30, 2013, at 4:04 PM, Jane Conway <Jane.Conway@akleg.gov> wrote:

Hi Anne:

Nikki Welles, Sterling resident, is wanting an update on the comments/plan thus far on the proposed highway improvements from Sterling to Soldotna.

Can you share with her (and me) any pertinent information?

Thanks so much Anne.

Jane

Jane M. Conway

Staff to Senator Cathy Giessel

145 Main Street Loop, Suite 227

Kenai, Alaska 99611

907-283-0245



Anne Brooks <comments.brooksalaska@gmail.com>

Sterling Highway Safety Corridor Study

Regina Daniels <rdaniels@davisblock.com>

Tue, Nov 5, 2013 at 2:20 PM

To: "a.brooks@brooks-alaska.com" <a.brooks@brooks-alaska.com>

Hi Anne,

I'm curious to know if a pedestrian/bike path is being planned for the above project? I live at mile 92.5 and find that there are many pedestrians/bicycles that commute to town from the outskirts of Soldotna (including myself). I currently sit on the Soldotna City Council and was just having a conversation with our Manager and he said that the DOT indicated to him that they had no intention of putting in a separate pedestrian/bike path. So, I thought I'd check into it.

Your welcome to email me back or contact me at my direct line below.

Thank you,

Regina Daniels

Davis Block & Concrete

36122 Ravenwood

Kenai, Alaska 99611

907.335.3804 direct

907.262.3122 fax

Anne Brooks <sterlinghwy@brooks-alaska.com>

December 2, 2013 8:14 AM

To: Nels Anderson <nanderson@ci.soldotna.ak.us>

Cc: Anne Brooks <sterlinghwy@brooks-alaska.com>

Re: [Update] Sterling Highway Safety Corridor Study/Elected Official Briefing

Nels -- the team will be meeting with the public between 5 and 7 pm if that is a more convenient time to stop by. We hope to see you on the 10th. We'll be placing all the meeting materials on the project website so if we miss you, you will be able to view the materials and provide comment.

Have a great day.

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: 866-525-1877
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Dec 1, 2013, at 10:12 PM, Nels Anderson <nanderson@ci.soldotna.ak.us> wrote:

unfortunately I have a full patient schedule on tuesday, I may be able to slip over after work if I dont have something come up like a delivery

Nels Anderson

From: Google Calendar <calendar-notification@google.com> on behalf of anne.brooks.alaska@gmail.com <anne.brooks.alaska@gmail.com>

Sent: Saturday, November 30, 2013 9:46 AM

To: Mark Dixon; pwhitney@ci.soldotna.ak.us; sen.Cathy.Giessel@akleg.gov; Nels Anderson; Keith Baxter; Linda Murphy; Meggean Bos; anne.brooks.alaska@gmail.com

Cc: Linda Murphy; Meggean Bos; pwhitney@ci.soldotna.ak.us; sen.Cathy.Giessel@akleg.gov; Nels Anderson; Keith Baxter; Mark Dixon

Subject: [Update] Sterling Highway Safety Corridor Study/Elected Official Briefing

I missed getting this invitation to you on Wednesday. We hope you'll be able to attend.

Sterling Highway Safety Corridor Study/Elected Official Briefing

The ADOT&PF project team for the Sterling Highway Safety Corridor Study invites you to join us for a project update on Tuesday, December 10 at 3 p.m. at the Kenai Peninsula Borough Assembly Chambers, 144 North Binkley in Soldotna. The team will make a brief presentation beginning at about 3:15 p.m.

The team will share the results of preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

We will be meeting with elected officials between at 3 p.m. and hosting a public meeting beginning at 5 pm on the same day if these times are meet your schedule better. We look forward to seeing you.

For more information contact:

Anne Brooks, Public Involvement Coordinator

anne.brooks.alaska@gmail.com

Brooks & Associates

Toll Free Phone: 866-535-1877

www.sterlinghwy.com

When Tue Dec 10, 2013 3pm – 4:30pm Alaska Time

Where Kenai Peninsula Borough Assembly Chambers, 144 North Binkley, Soldotna, AK ([map](#))

Who

- Anne Brooks - creator
- bhartman@ci.soldotna.ak.us
- hsmalley@borough.kenai.ak.us
- rep.paul.seaton@akleg.gov
- rtauriainen@borough.kenai.ak.us
- mhaggerty@borough.kenai.ak.us
- rep.mike.chenault@akleg.gov
- billsmith@borough.kenai.ak.us
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- lmurphy@borough.kenai.ak.us
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- rmolloy@ci.kenai.ak.us
- ryan@marquisforkenai.com
- terry@bookeyforkenai.com
- rep.kurt.olson@akleg.gov
- sen.peter.micciche@akleg.gov
- kenaimayor10@msn.com
- kwolf@borough.kenai.ak.us
- rdaniels@ci.soldotna.ak.us
- bjohnson@borough.kenai.ak.us
- jczarnezki@ci.soldotna.ak.us
- bgabriel@ci.kenai.ak.us
- smcclure@borough.kenai.ak.us
- dbagley@ci.soldotna.ak.us

Notice of a Public Meeting: Sterling Highway Safety Corridor Study: Sterling to Soldotna

Join us for a project update for the Sterling Highway Safety Corridor Study. (See date below.) The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Tuesday, December 10, 2013

Kenai Peninsula Borough Assembly Chambers

144 North Binkley, Soldotna

5 to 7 p.m., Team Presentation at 5:15 p.m.

For more information contact:

Anne Brooks, Public Involvement Coordinator

Brooks & Associates

Toll Free Phone: 866-535-1877

E-mail: comments.brooksalaska@gmail.com

www.sterlinghwy.com

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The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) number, (907)269-0473. We can offer reasonable accommodation for special needs related to other disabilities.

Attachments, History, Details

Attachments

None

Revision History

Created 12/3/2013 4:01:16 PM by mlbyrd

Modified 12/3/2013 5:33:48 PM by mlbyrd

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region
Project/Regulation #:	54830

Publish Date:	12/3/2013
Archive Date:	12/20/2013

Events/Deadlines:

Eric Derleth <Eric@trialguy.com>
To: mycomments@brooks-alaska.com
RE: Sterling Highway Safety Corridor Study - Public Meeting, December 10

December 3, 2013 12:15 PM

Hi, Anne:

I was one of the people that spoke to you at the Soldotna Fred Meyer. I have a business on the Sterling Hwy at about Mile 93.5 (a law office).

I will be in trial when you hold this meeting, so I likely won't be able to attend. Can you let me know any of your preliminary findings?

Thank you very much,
Eric Derleth

From: Anne Brooks [mailto:anne@brooks-alaska.ccsend.com] **On Behalf Of** Anne Brooks
Sent: Tuesday, December 3, 2013 11:16 AM
To: Eric Derleth
Subject: Sterling Highway Safety Corridor Study - Public Meeting, December 10



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

Join us for a project update for the Sterling Highway Safety Corridor Study. The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Tuesday, December 10, 2013
Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna
5 to 7 p.m., Team Presentation at 5:15 p.m.

If you are unable to attend or miss the meeting, do not hesitate to reply to this email, give us a call, or log onto the project website to comment.

www.sterlinghwy.com

For additional information contact:

Public Involvement Coordinator

Anne Brooks

Brooks & Associates

Tel: 1-907-272-1877

Email: sterlinghwy@brooks-alaska.com

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Brooks and Associates | 1704 Rogers Park Ct | Anchorage | AK | 99508

Lynn Dusek <dusek4@acsalaska.net>
To: Anne Brooks <sterlinghwy@brooks-alaska.com>
RE: Upcoming Meeting

December 3, 2013 4:15 PM

Thanks so much!

From: Anne Brooks [mailto:sterlinghwy@brooks-alaska.com]
Sent: Tuesday, December 03, 2013 4:07 PM
To: Lynn Dusek
Cc: Anne Brooks; Cynthia (DOT) Ferguson; Dennis Linnell
Subject: Re: Upcoming Meeting

Lynn -- thanks for taking the time to provide comments. They are very informative. We intend to put the meeting materials on the web site for anyone to view. We'll send another email notice to let you know when they are available.

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: 866-525-1877
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Dec 3, 2013, at 3:31 PM, Lynn Dusek <dusek4@acsalaska.net> wrote:

Hello,

We reside on Jim Dahler road and are unable to attend your meeting on December 10th. We appreciate the efforts that are being made to improve our deadly intersection. Not a day goes by that I don't worry about something happening at this intersection to someone I love. Just yesterday I was turning left onto Jim Dahler coming from Soldotna and at the same time someone coming from Sterling was turning left on to Forrest. The cars behind us (as usual) passed us both on the right going full speed which would have been deadly had one of us turned on to our prospective roads.

I have 2 new teenage drivers in my household. I can't even begin to tell you how terribly afraid I am for them at this intersection. I've been almost rear ended numerous times because people simply will not slow down or they are too distracted to notice my stopped vehicle. As a seasoned driver, I can sometimes do something to avoid a problem. A 15 or 16 year old does not have this wherewithal. I'm scared!

Again, thanks for trying to help. I'm sure there is no full proof solution to this problem but I am hoping something will be done soon. It is my hope that there will be more than warning signs placed alongside the road. Too many people are too busy and distracted to read these signs. Ideally, I would like to see a turning lane at this intersection, no passing zones and a lower speed limit that would be enforced.

If there is information from the December 10th meeting that you can share, we would greatly appreciate it.

Thank you again for your efforts,

Sean and Lynn Dusek
39820 Half Moon Ave (off of Jim Dahler)
Soldotna, AK 99669



Camden Yehle <camden.brooksalaska@gmail.com>

Sterling Highway Safety Corridor Study - Public Meeting, December 10

1 message

Anne Brooks <anne.brooksalaska@gmail.com>
Reply-To: mycomments@brooks-alaska.com
To: camden@brooks-alaska.com

Tue, Dec 3, 2013 at 11:16 AM

**Sterling Highway Safety Corridor Study***Sterling to Soldotna*

AKSAS Project No. 54830

Join us for a project update for the Sterling Highway Safety Corridor Study. The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Tuesday, December 10, 2013**Kenai Peninsula Borough Assembly Chambers****144 North Binkley, Soldotna****5 to 7 p.m., Team Presentation at 5:15 p.m.**

If you are unable to attend or miss the meeting, do not hesitate to reply to this email, give us a call, or log onto the project website to comment.

www.sterlinghwy.com

For additional information contact:

Public Involvement Coordinator

Anne Brooks

Brooks & Associates

Tel: [1-907-272-1877](tel:1-907-272-1877)Email: sterlinghwy@brooks-alaska.com

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Anne Brooks <sterlinghwy@brooks-alaska.com>

December 3, 2013 12:21 PM

To: Linda Weld <ncountry@gci.net>

Cc: Anne Brooks <sterlinghwy@brooks-alaska.com>, Scott Thomas <Scott_Thomas@dot.state.ak.us>

Re: Safety Corridor

Linda -- thanks for your note. I'll pass on to the DOT&PF's Central Region traffic folks.

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: 866-525-1877
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Dec 3, 2013, at 12:10 PM, Linda Weld <ncountry@gci.net> wrote:

Hi -- I live in the Copper Valley. Just saw your "Safety Corridor" notice comeme through on my email.

Wow, that's what we need up here. But instead, we just had a bad stretch of road moved up in speed -- to 65 mph -- as a result of public meetings in which studious outsiders asked, "Do you think you could safely drive at 65 mph?" And it was like asking a bunch of drunks at a bar if they thought they could stagger out into the snow and drive home. The answer was, Yes, of course!

Only a short way into this new speed, it hasn't turned out so well. See the attached story in the news section.

Good luck in trying to make your deadly highway down there between Sterling and Soldotna "safe." It it doesn't work out, at least you're near a hospital -- not like us!

Regards,
Linda Weld

<http://findingmyalaska.blogspot.com/2013/11/alaska-is-great-post.html>

PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
STATE OF ALASKA } ss:

Denise Reece being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the Sterling Highway Safety Corridor

a printed copy of which is hereto annexed was published in said paper one each and every day for three successive and consecutive days in the issues on the following dates:

December 4, 6, 9, 2013

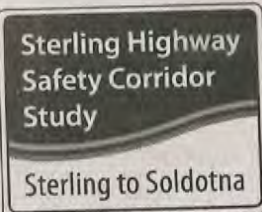
X Denise Reece

SUBSCRIBED AND SWORN to me before this 10th day of December, 2013

Jane Russell

NOTARY PUBLIC in favor for the State of Alaska.

My Commission expires 27-Aug-16




Sterling Highway Safety Corridor Study
Sterling to Soldotna
AKSAS Project No. 54830

Join us for a project update for the Sterling Highway Safety Corridor Study. (See date below.) The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

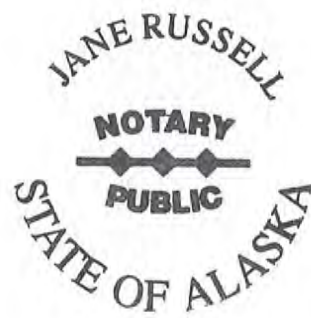
Public Meeting
Tuesday, December 10, 2013
5 to 7 p.m., Team Presentation at 5:15 p.m.
Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna

For more information contact:
Anne Brooks, Public Involvement Coordinator
Brooks & Associates, Toll free: 866-535-1877
Email: comments.brooksalaska@gmail.com

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www.sterlinghwy.com



Anne Brooks <sterlinghwy@brooks-alaska.com>

December 4, 2013 9:28 AM

To: Dennis Linnell <dlinnell@hdialaska.com>, "Cynthia (DOT) Ferguson" <cynthia.ferguson@alaska.gov>, Heather
Campfield <hcampfield@dowlhkm.com>

Cc: Anne Brooks <sterlinghwy@brooks-alaska.com>

Sterling Highway Corridor Safety Study

I received a call this morning from Mr. Jim Fassler. He and his wife are leaving for the winter and will miss our public meeting. He wanted to express his preference for a 5-lane highway like the one in Sterling. His primary reason was this alternative provided opportunities for passing. He feels that driver impatience is a problem and people take risks when passing. He also wants to see things get done. He felt that in the past plans were in place and we spent a lot of time studying when we should be doing.

He suggested we get information from the team who recently had meetings on the Kenai Spur Highway project. He thought the issues would be similar on the Sterling as they are on the Kenai Spur.

He felt that any improvements, if phased, should begin in Soldotna because it is the population center.

He said that he thinks the Sterling is busy and all times of the year and encouraged us to visit to see for ourselves. He feels that experience is the best teacher.

I explained that we would have the meeting materials on the project web site and will be sending notice to folks when the materials are available. He said he would view the information and provide comments.

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: 866-525-1877
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

Lynn Hohl <LHohl@KPBSD.k12.ak.us>

December 12, 2013 9:12 AM

To: Public Comments

RE: Reminder: Sterling Highway Safety Corridor Study - Public Meeting, December 10

Thanks so much Anne!

From: Public Comments [mycomments@brooks-alaska.com]

Sent: Wednesday, December 11, 2013 2:35 PM

To: Lynn Hohl

Cc: Public Comments

Subject: Re: Reminder: Sterling Highway Safety Corridor Study - Public Meeting, December 10

Lynn -- We are uploading the meeting materials to the project web site today. I'm hoping to send a note to stakeholders letting everyone know they are available. I've added your email to our list. Watch for the email in the next day or so. We will look forward to your review and comments.

Anne

M. Anne Brooks P.E.

Public Involvement Specialist

Brooks & Associates

E-mail: mycomments@brooks-alaska.com

Tel: 907-272-1877

Toll Free: 866-535-1877

Please consider the environment before printing this e-mail

On Dec 9, 2013, at 3:39 PM, Lynn Hohl <LHohl@KPBSD.k12.ak.us> wrote:

I regret I'll be unable to attend but am interested in reviewing the information you will be presenting.

Will this information be available on the project website or can it be e-mailed to those requesting it?

Thank you, Lynn

From: Anne Brooks [anne@brooks-alaska.ccsend.com] on behalf of Anne Brooks [anne.brooksalaska@gmail.com]

Sent: Monday, December 09, 2013 8:31 AM

To: Lynn Hohl

Subject: Reminder: Sterling Highway Safety Corridor Study - Public Meeting, December 10

[<http://ih.constantcontact.com/fs192/1101949899075/img/21.jpg>]

Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

Join us for a project update for the Sterling Highway Safety Corridor Study. The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling

Highway between Sterling and Soldotna.

Tuesday, December 10, 2013

Kenai Peninsula Borough Assembly Chambers

144 North Binkley, Soldotna

5 to 7 p.m., Team Presentation at 5:15 p.m.

If you are unable to attend or miss the meeting, do not hesitate to reply to this email, give us a call, or log onto the project website to comment.

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2N8BP984EoZCbUTrkw==>

For additional information contact:

Public Involvement Coordinator

Anne Brooks

Brooks & Associates

Tel: 1-907-272-1877

Email: sterlinghwy@brooks-alaska.com<<mailto:sterlinghwy@brooks-alaska.com>>

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[http://img.constantcontact.com/letters/images/SafeUnsubscribe_Footer_Logo_New.png]<<http://visitor.constantcontact.com/do?p=un&m=001xbDkOuzcAJITUqWjjXGr2g%3D%3D&ch=de9f24d0-4562-11e3-9606-d4ae52a2cb52&ca=a47d70cf-022c-4dd7-8577-e2d80c5e263f>> [http://img.constantcontact.com/letters/images/CC_Footer_Logo_New.png]
<<http://www.constantcontact.com/index.jsp?cc=press01>>
This email was sent to lhohl@kpbsd.k12.ak.us by anne.brooksalaska@gmail.com <<mailto:anne.brooksalaska@gmail.com>> |
Update Profile/Email Address<<http://visitor.constantcontact.com/do?p=oo&m=001xbDkOuzcAJITUqWjjXGr2g%3D%3D&ch=de9f24d0-4562-11e3-9606-d4ae52a2cb52&ca=a47d70cf-022c-4dd7-8577-e2d80c5e263f>> | Instant removal with SafeUnsubscribe<<http://visitor.constantcontact.com/do?p=un&m=001xbDkOuzcAJITUqWjjXGr2g%3D%3D&ch=de9f24d0-4562-11e3-9606-d4ae52a2cb52&ca=a47d70cf-022c-4dd7-8577-e2d80c5e263f>>™ | Privacy Policy<<http://ui.constantcontact.com/roving/CCPrivacyPolicy.jsp>>.

Brooks and Associates | 1704 Rogers Park Ct | Anchorage | AK | 99508

Kaylee Osowski <kaylee.osowski@peninsulaclarion.com>

To: mycomments@brooks-alaska.com

Re: Reminder: Sterling Highway Safety Corridor Study - Public Meeting, December 10

December 9, 2013 11:19 AM

Hi Anne,

Thanks for the reminder. I'll be there!

Kaylee

Kaylee Osowski
Peninsula Clarion
907-335-1241

kaylee.osowski@peninsulaclarion.com

On 12/9/13 8:31 AM, "Anne Brooks" <anne.brooksalaska@gmail.com> wrote:

Sterling Highway Safety Corridor Study *Sterling to Soldotna*

AKSAS Project No. 54830

Join us for a project update for the Sterling Highway Safety Corridor Study. The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Tuesday, December 10, 2013

Kenai Peninsula Borough Assembly Chambers

144 North Binkley, Soldotna

5 to 7 p.m., Team Presentation at 5:15 p.m.

If you are unable to attend or miss the meeting, do not hesitate to reply to this email, give us a call, or log onto the project website to comment.

[www.sterlinghwy.com <http://r20.rs6.net/tn.jsp?f=0014okQBfNH5_NP00NerBb7yPqOl8apJQ1K83mG7NnF7FeDaEDyP4HMJLUVOW_dS_CjcupSCyunSXB8VPCI_U69RGR3Kq0EIRY0NOAvt15eOjtuH0iHht-NJrhoPawPIUzrH6VotRBoQP9rIQ7BjBbizqpNI-iUTq03vy6m-X97-L0=&c=y1-QrANhvDvgUltH7RVQGGKempfWo5TTjBDDGIkmKRO_-VW43W321KA==&ch=xxnl_algUMWDX_3amPg5EZ4Ax11lukLmp4iocYjRVuhqRE2HITkb1g==>](http://r20.rs6.net/tn.jsp?f=0014okQBfNH5_NP00NerBb7yPqOl8apJQ1K83mG7NnF7FeDaEDyP4HMJLUVOW_dS_CjcupSCyunSXB8VPCI_U69RGR3Kq0EIRY0NOAvt15eOjtuH0iHht-NJrhoPawPIUzrH6VotRBoQP9rIQ7BjBbizqpNI-iUTq03vy6m-X97-L0=&c=y1-QrANhvDvgUltH7RVQGGKempfWo5TTjBDDGIkmKRO_-VW43W321KA==&ch=xxnl_algUMWDX_3amPg5EZ4Ax11lukLmp4iocYjRVuhqRE2HITkb1g==>)

For additional information contact:
Public Involvement Coordinator

Anne Brooks

Brooks & Associates

Tel: 1-907-272-1877

Email: sterlinghwy@brooks-alaska.com

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[<http://r20.rs6.net/tn.jsp?f=0014okQBfNH5_NP00NerBb7yPqOl8apJQ1K83mG7NnF7FeDaEDyP4HMJCIRFRvB6BpfZVboir_iYAZy1y8KEdYnMqGQ5uaxHxT1XVce_G3rNwOxHyYvDG2FmzSR4fksEebUFvVBgN6rZ0JZ932JN3F8ffUpkc02qWqGLxZP_5TNXEzIBfQHMF2UCutE&xsM_Lzl2gsOUkw5W8=&c=y1-QrANhvDvgUltH7RVQGGKempfWo5TTjBDDGIkmKRO_-VW43W321KA==&ch=xxnl_algUMWDX_3amPg5EZ4Ax11lukLmp4iocYjRVuhqRE2HITkb1g==>](http://r20.rs6.net/tn.jsp?f=0014okQBfNH5_NP00NerBb7yPqOl8apJQ1K83mG7NnF7FeDaEDyP4HMJCIRFRvB6BpfZVboir_iYAZy1y8KEdYnMqGQ5uaxHxT1XVce_G3rNwOxHyYvDG2FmzSR4fksEebUFvVBgN6rZ0JZ932JN3F8ffUpkc02qWqGLxZP_5TNXEzIBfQHMF2UCutE&xsM_Lzl2gsOUkw5W8=&c=y1-QrANhvDvgUltH7RVQGGKempfWo5TTjBDDGIkmKRO_-VW43W321KA==&ch=xxnl_algUMWDX_3amPg5EZ4Ax11lukLmp4iocYjRVuhqRE2HITkb1g==>) [<http://r20.rs6.net/tn.jsp?f=0014okQBfNH5_NP00NerBb7yPqOl8apJQ1K83mG7NnF7FeDaEDyP4HMJCIRFRvB6BpfanJDoAY0R4OVey9mOHjzVTZAvbNgC-1L2DzmeqGBKedshTy86-m44Qepxe5edNxGilkeWD-CfmcXafdBktdIPqE5lLydG-n5vA9ADS0DuDrMhG2Gv-M1GZMmluY6fmQA&c=y1-QrANhvDvgUltH7RVQGGKempfWo5TTjBDDGIkmKRO_-VW43W321KA==&ch=xxnl_algUMWDX_3amPg5EZ4Ax11lukLmp4iocYjRVuhqRE2HITkb1g==>](http://r20.rs6.net/tn.jsp?f=0014okQBfNH5_NP00NerBb7yPqOl8apJQ1K83mG7NnF7FeDaEDyP4HMJCIRFRvB6BpfanJDoAY0R4OVey9mOHjzVTZAvbNgC-1L2DzmeqGBKedshTy86-m44Qepxe5edNxGilkeWD-CfmcXafdBktdIPqE5lLydG-n5vA9ADS0DuDrMhG2Gv-M1GZMmluY6fmQA&c=y1-QrANhvDvgUltH7RVQGGKempfWo5TTjBDDGIkmKRO_-VW43W321KA==&ch=xxnl_algUMWDX_3amPg5EZ4Ax11lukLmp4iocYjRVuhqRE2HITkb1g==>)

Forward email <<http://ui.constantcontact.com/sa/fwtf.jsp?llr=dkekvicab&m=1101949899075&ea=kaylee.osowski%40peninsulaclarion.com&a=1115853578721>>

[llr=dkekvicab&m=1101949899075&ea=kaylee.osowski%40peninsulaclarion.com&a=1115853578721](http://ui.constantcontact.com/sa/fwtf.jsp?llr=dkekvicab&m=1101949899075&ea=kaylee.osowski%40peninsulaclarion.com&a=1115853578721)

<http://visitor.constantcontact.com/do?p=un&m=001xbDkOuzcAJITUqWjixGr2q%3D%3D&ch=dec91b00-4562-11e3-9606-d4ae52a2cb52&ca=a47d70cf-022c-4dd7-8577-e2d80c5e263f> <<http://www.constantcontact.com/index.jsp?cc=press01>>

This email was sent to kaylee.osowski@peninsulaclarion.com by anne.brooks@alaska.com |

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Brooks and Associates | 1704 Rogers Park Ct | Anchorage | AK | 99508



Camden Yehle <camden.brooksalaska@gmail.com>

Reminder: Sterling Highway Safety Corridor Study - Public Meeting, December 10

1 message

Anne Brooks <anne.brooksalaska@gmail.com>
Reply-To: mycomments@brooks-alaska.com
To: camden@brooks-alaska.com

Mon, Dec 9, 2013 at 8:31 AM

**Sterling Highway Safety Corridor Study***Sterling to Soldotna*

AKSAS Project No. 54830

Join us for a project update for the Sterling Highway Safety Corridor Study. The Department of Transportation and Public Facilities (DOT&PF) will share the results of the preliminary traffic and safety analysis and potential design alternatives for the Sterling Highway between Sterling and Soldotna.

Tuesday, December 10, 2013

**Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna
5 to 7 p.m., Team Presentation at 5:15 p.m.**

If you are unable to attend or miss the meeting, do not hesitate to reply to this email, give us a call, or log onto the project website to comment.

www.sterlinghwy.com

For additional information contact:

Public Involvement Coordinator

Anne Brooks

Brooks & Associates

Tel: [1-907-272-1877](tel:1-907-272-1877)

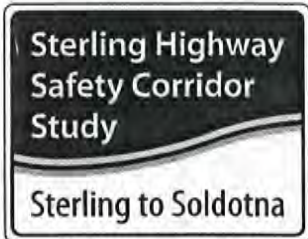
Email: sterlinghwy@brooks-alaska.com

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Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Nels Anderson</i>	
Street Address or PO Box <i>303 Grand Ave</i>	
City, State, Zip <i>Soldotna</i>	
Email <i>nielsandersonak@gmail.com</i>	Phone <i>267-3780</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

We need a trails system from Homer to Sterling or beyond for multi purpose use. Certainly #3 is generally unacceptable and the least safe or user friendly

Continue comments on the back of this sheet.



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Greg Barclay</i>	
Street Address or PO Box <i>38403 Brezewood Dr.</i>	
City, State, Zip <i>STERLING AK 99672</i>	
Email <i>gbearclaw@alaska.net</i>	Phone <i>907 262-1400</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1** 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2** 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

Able to TURN anywhere - NOT go down Rd - & do "U" TURN - I drove TRUCK - IF I COULDN'T TURN LEFT where I wanted to wk then my end dump with a "PUP" - I would have problems Bad - May make 20 TRIPS a day same place

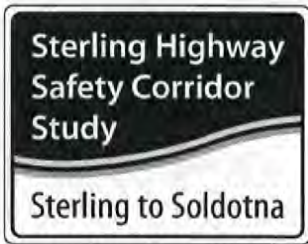
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- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation**
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

may keep Right of Way COST down - Easier Maintenance -

Continue comments on the back of this sheet.



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Ross Baxter</i>	
Street Address or PO Box <i>34870 Schwalm Rd</i>	
City, State, Zip <i>Soldotna, AK 99669</i>	
Email <i>rbaxter@aks.net</i>	Phone <i>907 398-7264</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural**
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

Growth of community, age of drivers, more people, more room to make easier driving decisions, we have a large number of tourist that don't know where they're going - drive slow, stop roadside for pictures of moose etc.

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation**
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

"More" is better - plan for growth, it'll cost more in the future.

Continue comments on the back of this sheet.

Project Website: www.sterlinghighwy.com

20131210 co Baxter 1/2

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

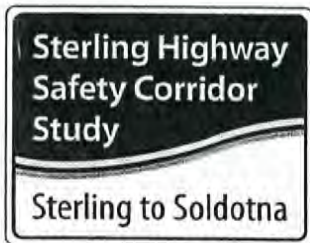
(To mail, fold here, tape lower edge, and affix first class stamp)

Comments continued:

WE NEED LIGHTS ON THE ROAD! (PLEASE)
at minimum, lights at intersecting roads to
Sterling Hwy.

Thanks,

2013/12/10 CS Baxter 2/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Connie Best</i>	
Street Address or PO Box <i>304 Diane Lane</i>	
City, State, Zip <i>Soldotna, AK</i>	
Email	Phone <i>(907) 262-9502</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban *From Soldotna to Forrest Dr*
- B-2. 4-lane, divided with two-way left-turn lane, rural *From forest to Sterling.*
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

*Lighting the entire corridor is essential. (streetlights)
Slow traffic to 45 mph.
Controlled intersections @ Mackey Lake, Forrest, Scoutlake,
Robinson Loop, Swanson River. (TRAFFIC LIGHTS)*

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

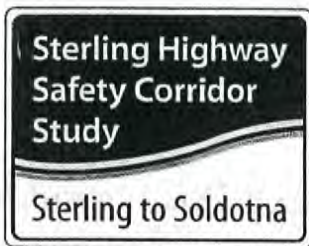
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- 2. Roadway Shoulder
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- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

multi-use pathway both sides of the Hwy.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Lynne CARTER</i>	
Street Address or PO Box <i>219 Crest Dr</i>	
City, State, Zip <i>Soldotna AK 99669</i>	
Email <i>LCARTER@BOROUGH.KENAI.AK.US</i>	Phone <i>907-714-2103</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

In the summer it is very hard to actually cross traffic to get to a side road a turning lane helps those chances

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

It would be nice to continue the theme created on the Kenai Spur Hwy.

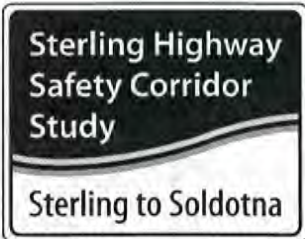
Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

It would be worth considering a couple
stop lights at the major cross roads
on the Sterling Hwy. Don't go crazy with
them though.

It would also give "bells" in the traffic
for people on other sideroads to get onto
the Hwy. during the Summer Fishing
Frenzy.

20131210 KS Carter 1/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>V. Eugene Fowler</i>	
Street Address or PO Box	
City, State, Zip <i>Soldotna</i>	
Email <i>vernier.fowler@alaska.gov</i>	Phone <i>262-4453</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

I believe this will be easiest to fund and pass through public opinion. This creates reactionary gaps for motorists as well as turning and pass options.

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

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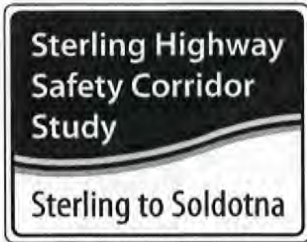
Why is this your preferred design alternative for non-motorized users?

We must take into consideration ATV's and other users.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

2013/12/03 Fowler 1/1



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>A L Helminski</i>	
Street Address or PO Box <i>40120 ELI ANNA LOOP (off Jim Dahler)</i>	
City, State, Zip <i>SOLDOTNA, AK - 99663</i>	
Email <i>AHelminski@hotmail.com</i>	Phone <i>907-262-9167</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

*Roadside sightung — all the way
Trucks — trailers & trucks — truck lane needed —
Reflective painted lines — Roadside edge & center line*

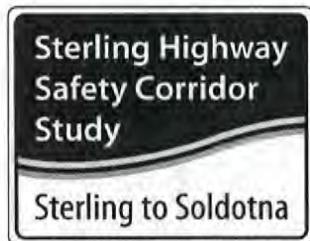
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- 1. Urban Sidewalk
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- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

*More + stricter enforcement:
1. PASSING ON THE RIGHT
2. DRIVING w/out HEADLIGHTS ON
3. NO LED LIGHTS ALLOWED!*

Continue comments on the back of this sheet.



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>MARY Helminski</i>	
Street Address or PO Box <i>40120 JULIAMNA LOOP RD</i>	
City, State, Zip <i>SOLDOTNA AK 99669</i>	
Email <i>ahelminski@hotmail.com</i>	Phone <i>262-9161</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1.** 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

Four lane w/turn LANES - Don't build cement walls between lanes. CAN we slow down speed limit? lights need to be added

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

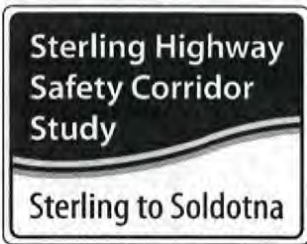
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- 4.** Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

Four wheelers along the ROAD are a problem with dust. NO RAISED CEMENT GUARD inbetween LANES very DANGEROUS with snowfall.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Febra Hensley</i>	
Street Address or PO Box <i>36963 Beau Circle</i>	
City, State, Zip <i>Soldotna AK 99669</i>	
Email <i>Febra@Freedomrealtty.com</i>	Phone <i>398-7173</i>

Circle the letter corresponding to your preferred design alternative.

- * **A** 4-lane, divided with depressed median
- B-1** 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2** 4-lane, divided with two-way left-turn lane, rural
- C** 2-lane, divided
- D** 4-lane, divided with alternating passing lanes
- E** 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

Dedicated turn lanes, needed whole length of the road, not just main sections.

Turn lanes Most Needed: • Mackay lake, • Bounday, • Southern Bluff, • Pine, • Nina Robinson, • St. Theresa, • Deville, • Lakeview Terrace

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3** Multi-use Pathway, minimum separation
- 4** Multi-use Pathway, optimum separation
- 5** Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

Multi use, or provide seperate non-motorized facilities alternative.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

20131210 as Hensley 1/2

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



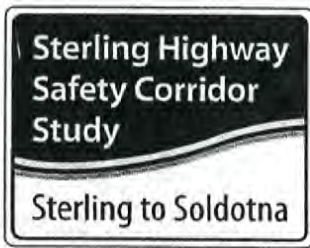
Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

(To mail, fold here, tape lower edge, and affix first class stamp)

* Illuminate major turn streets - no street lights

Comments continued:

* This stretch of road is a concern for all drivers, no visibility @ night, to see moose crossing the road. Also no turn lane created dangerous circumstances, cars hit in mid crossing/turning, sudden stops cause multi car pileup and fatalities due to no separate safety turn lane. Non-visible parts of the road give no warning to coming vehicles that a stop is ahead, with teenage children this stretch of highway deeply concerns us.



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>DeKay Jones</i>	
Street Address or PO Box <i>36691 Edgington</i>	
City, State, Zip <i>SOLDOTNA AK 99669</i>	
Email <i>djones@borough.keng. AK.us</i>	Phone <i>907 714 2191</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

Access

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

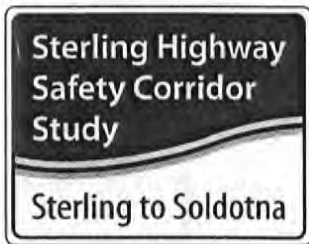
Safety

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

I would like a light or
some controlled access for
St Theresa Rd. THIS INTERSECTION
IS very dangerous, mostly in morning

2013 10 12 cs Jones 7/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Lauri Lingafelt</i>	
Street Address or PO Box <i>PO Box 43</i>	
City, State, Zip <i>Soldotna AK 99669</i>	
Email <i>Lauri@borough.kenai.ak.us</i>	Phone <i>907-398-4298</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

*Light @ Forest / Hwy intersection
take down the hill coming from Sterling @
the Forest intersection - visibility of cars hard to see*

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

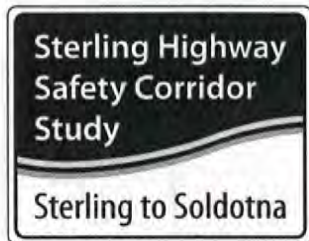
(To mail, fold here, tape lower edge, and affix first class stamp)

Comments continued:

- lower the speed limit -

It is already a challenge to cross the highway - but
Having a 4 lane highway would be impossible
to get on the highway from many crossing roads
(Towards Soddona) From St. Teresa Camp, Forrest,
Robinson Loop, etc.

20131210cs Lingafelt 1/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>DALE C. Lundell</i>	
Street Address or PO Box <i>P.O. Box 313</i>	
City, State, Zip <i>Soldotna, Alaska 99669</i>	
Email <i>lundell@alaska.net</i>	Phone <i>907-262-5947</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

*So this road will stop killing people.
Lights with Turn lanes*

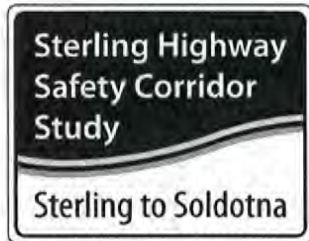
The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

Do it safe do it right -

Continue comments on the back of this sheet.



Your comments on the design alternatives please...


Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Tamara J. Lundell</i>	
Street Address or PO Box <i>P.O. Box 313 Soldotna, 99669</i>	
City, State, Zip <i>Sterling, 99672 Home</i>	
Email <i>lundelle@alaska.net</i>	Phone <i>907-262-5947</i>

- Circle the letter corresponding to your preferred design alternative. *no left turns*
- increase funding 55-607* **A.** 4-lane, divided with depressed median *not as safe*
 - B-1.** 4-lane, divided with two-way left-turn lane or raised median, urban
 - illumination* **B-2.** 4-lane, divided with two-way left-turn lane, rural
 - C.** 2-lane, divided *safty pedestrians*
 - D.** 4-lane, divided with alternating passing lanes *some passing lanes + turning*
 - E.** 4-lane, divided with F-shaped barrier *good safty. NO*

Why is this your preferred design alternative? *Its a beginning! Jones people and we need more lights.*

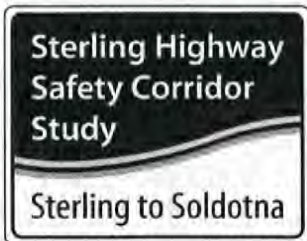


The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

1. Urban Sidewalk
2. Roadway Shoulder
3. Multi-use Pathway, minimum separation
4. Multi-use Pathway, optimum separation
5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

Continue comments on the back of this sheet.



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Grace Merkes</i>	
Street Address or PO Box <i>Box 8</i>	
City, State, Zip <i>Sterling Ala 99672</i>	
Email <i>merkesg@yahoo.com</i>	Phone <i>262-9811</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

It's 4 lane with a turning lane, either left or right, & it gives access to homes & businesses.

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

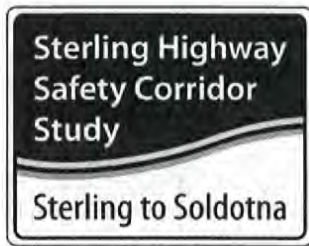
- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

*(Sterling)
We need a pathway to Soldotna & it would be less expensive to build than #4*

*Come have a meeting at the Sterling Community Center
in Sterling*

Project Website: www.sterlinghwy.com



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>PAUL & ULLI MINELGA</i>	
Street Address or PO Box <i>38440 NINA ROBINSON AVE.</i>	
City, State, Zip <i>SOLDOTNA, AK 99664-8673</i>	
Email <i>PAUL.MINELGA@GMAIL.COM</i>	Phone <i>262-1914</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

PROVIDES THE MOST SAFETY.

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

THE FURTHER THE PATH IS FROM THE ROADWAY, THE BETTER. THIS ALSO ALLOWS FOR AN OPTION TO MAKE THE PATHWAY A MORE MEANDERING PATH.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



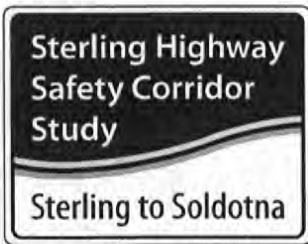
Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

(To mail, fold here, tape lower edge, and affix first class stamp)

Comments continued:

SERIOUS CONSIDERATION ~~NEED~~ TO LIGHTING PORTIONS
OR ALL OF THE CORRIDOR WOULD BE NICE.
AN ALTERNATIVE ^{ROUTE} FOR THOSE THAT LIVE ON AND USE
MAREY LK RD IS ESSENTIAL TO ANY PROJECT ALONG
THIS CORRIDOR.

20131210 cs Minelga 2/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>John Mohorcich</i>	
Street Address or PO Box <i>40330 Iliamna Loop</i>	
City, State, Zip <i>Soldotna, AK 99669</i>	
Email <i>mohorcich@gmail.com</i>	Phone <i>262-7322</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban *Sold - Longmead*
- B-2. 4-lane, divided with two-way left-turn lane, rural *Longmead to Sterling*
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

*B-1 }
B-2 }
D }*
 with reduced speed limit this provides safety and access. Mix is OK.
 NO on Alt C ~~2 lanes~~

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

The optimum separation provides safety for all users, and allows for a better experience. Remember to provide motor as in snow machine & H-weather path off main highway a path lane adjacent to the traffic lane will kill people, it needs a separation.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

20131210 CS Mohorcich 1/2

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



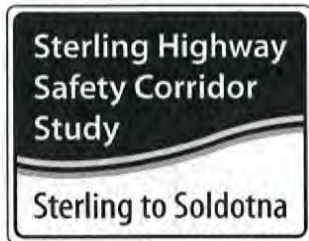
Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

(To mail, fold here, tape lower edge, and affix first class stamp)

Comments continued:

Thanks for coming to our town. This upgrade is needed. Please keep this project moving to final construction of a 4-lane + road as intended back in early 80's. The left turn folks need their own lane. The current two lane highway only carries the volume out towards Sterling. It's time to deal with these volumes from Longmere to Soldotna. The pathway is very important to the community, especially if this is a build alternative through 2040. We are more than "fish" in this area, we deserve both a traffic vehicle and non-motor use.

2018/12/05 Motorcick 2 1/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Al Nelson</i>	
Street Address or PO Box <i>935 E. Redoubt Ave</i>	
City, State, Zip <i>Soldotna, AK 99669</i>	
Email <i>alnelsonalaska@yahoo.com</i>	Phone <i>394-5034</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

Safety -

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

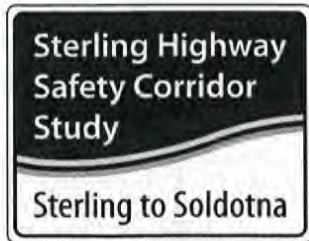
- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

Safety & Cost Containment

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>BARBARA NORBECK</i>	
Street Address or PO Box <i>PO Box 39</i>	
City, State, Zip <i>Soldotna, AK 99609</i>	
Email	Phone <i>907-335-1040</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

Safety

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

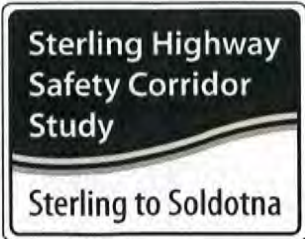
- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

Efficient use
Lesser \$\$

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Dan Nyitrai</i>	
Street Address or PO Box <i>P.O. Box 4407 36658 Jim Dahler Road</i>	
City, State, Zip <i>SOLDOTNA, AK 99669</i>	
Email <i>nyitraiak@hotmail.com</i>	Phone <i>(907) 262-9060</i>

Circle the letter corresponding to your preferred design alternative.

- A.** 4-lane, divided with depressed median *preferred*
- B-1.** 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2.** 4-lane, divided with two-way left-turn lane, rural
- C.** 2-lane, divided
- D.** 4-lane, divided with alternating passing lanes - *3 lane*
- E.** 4-lane, divided with F-shaped barrier *NO DANGEROUS*

Why is this your preferred design alternative?

- increased traffic flow
- safety w/ depressed median.

Thanks for addressing the Jim Dahler / Foreclosure issue

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

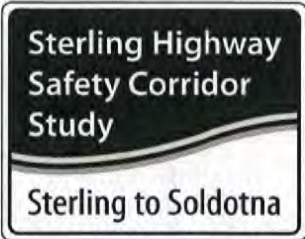
Before the entire project.

Why is this your preferred design alternative for non-motorized users?

Local & tourist Enjoyment safety & distance.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Jon Preston</i>	
Street Address or PO Box <i>38365 BREEZEWOOD DRIVE</i>	
City, State, Zip <i>STERLING AK 99672</i>	
Email <i>JPRESTON47@GMAIL.COM</i>	Phone <i>394 6915</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

EXPANOS TRAFFIC FLOW & ALLOWS FOR LEFT TURNS ON CROSSING ROADS WITHOUT IMPEDING FOLLOWING TRAFFIC. ELIMINATES MOOSE GRAZING IN MEDIAN IEI A & B.

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

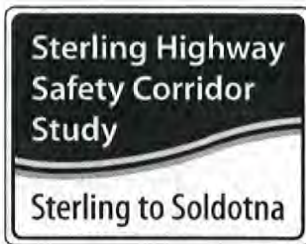
- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

IF IT'S MANDATED TO HAVE NON-MOTORIZED PAVEMENT, #5 MAKES THE MOST SENSE. LESS IMPACT ON PROPERTY RIGHTS.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Sharon Roesch</i>	
Street Address or PO Box <i>39525 Moose Range Dr</i>	
City, State, Zip <i>Sterling, AK 99672</i>	
Email <i>loenchick@hotmail.com</i>	Phone <i>907 262 6424</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

Provides a steady lane of traffic but passing opportunities for those that desire it. Also provides for left-turn lane construction @ main intersections.

** I believe you should install/incorporate round-a-bouts at busy intersections instead of traffic lights and*

** Build underpasses for pedestrians and wildlife **

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

** You must provide a non-motorized commuting option.*

Benefits of non-motorized travel include: less pollution, healthier populace, and Safety of pedestrians.

** A Green-way overpass/underpass would be fantastic - but at least provide crossing options for non-motorized travel.*

- Especially in school zones - bikeways + underpass crossing of the Hwy.

- pullouts for school buses

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

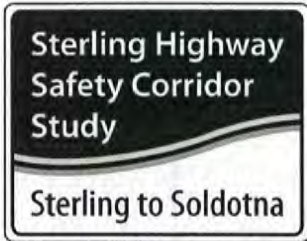
(To mail, fold here, tape lower edge, and affix first class stamp)

Comments continued:

Thank You for your work, dedication, & creativity.

I strongly oppose lighting the entire highway! ^{Illuminate} only intersections.

2013/2/10 cs Roesch 2/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name PETE SPRAGUE	
Street Address or PO Box 188 FARMSWORTH	
City, State, Zip SOLDOTNA, AK 99609	
Email psprague@ci.soldotna.ak.us	Phone 202-4073

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2.** 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative? **I THINK THAT AT THIS TIME I PREFER B-2. I BELIEVE THAT MOST OF US ARE MOST FAMILIAR WITH THIS DESIGN, AND WOULD BE A GOOD WAY TO ADDRESS TRAFFIC ISSUES IN THE NEAR FUTURE**

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

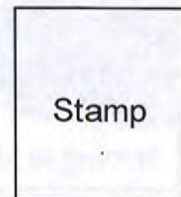
- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4.** Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?
**SAFETY CONCERNS FOR CASUAL USERS;
BIKERS AND RUNNERS COULD USE PATH OR ROAD SHOULDER**

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



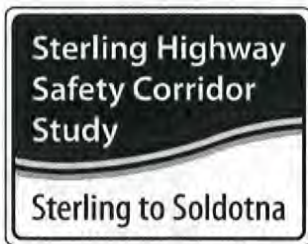
Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

(To mail, fold here, tape lower edge, and affix first class stamp)

Comments continued:

I APPRECIATE THE OPPORTUNITY TO
COMMENT AT THIS POINT IN
THE PROCESS —

2013 12 10 cs Sprague 3/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Rich Stables</i>	
Street Address or PO Box <i>49700 Eider Drive</i>	
City, State, Zip <i>Kenai Alaska</i>	
Email <i>RSTABLES@Hotmail.COM</i>	Phone <i>598-9554</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?


Less cons - Also Better flow

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

Safer -

Continue comments on the back of this sheet. 

Project Website: www.sterlinghwy.com

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



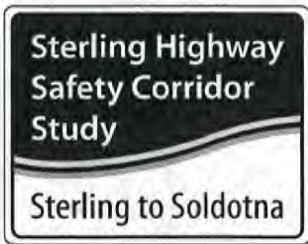
Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

(To mail, fold here, tape lower edge, and affix first class stamp)

Comments continued:

I would recommend a lighted Road

2013/210cs Stables 2/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Susan Totten & Richard Totten</i>	
Street Address or PO Box <i>37950 Greatland</i>	
City, State, Zip <i>Sterling, AK 99672</i>	
Email <i>sstephenson@AesAlaska.net</i>	Phone <i>907-394-2979</i>

Circle the letter corresponding to your preferred design alternative.

- Combined* **A** 4-lane, divided with depressed median *in areas where less dense side road*
- B-1** 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2** 4-lane, divided with two-way left-turn lane, rural *in areas dense with on/off turning traffic*
- C** 2-lane, divided
- D** 4-lane, divided with alternating passing lanes
- E** 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

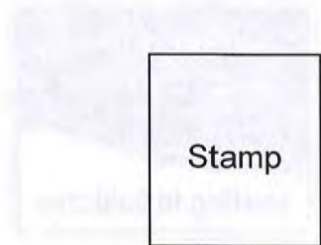
- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

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Comments continued:

Look at Weigh Station access - make safer

2013/2/10 us Totten 2/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <u>Walter H. Ward</u>	
Street Address or PO Box <u>P.O. Box 298</u>	
City, State, Zip <u>Soldotna, AK 99669</u>	
Email <u>wward@alaska.net</u>	Phone <u>(907) 262-3106</u>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or ~~raised median~~, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 2-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

w/
45mph
Limit

Between the
two "urban"
sections

Between Soldotna
and Lyndon Transport

Between Sterling &
Elementary School

Why is this your preferred design alternative?

The urban B-1 "5 lane" section should extend from Soldotna ^{1 mile} past Boundary St. to accommodate the developed businesses to Lyndon Transport. The more rural stretch between the Sterling Fire Station (Swanson River Rd) and Isbell Street (near Lyndon Transport) should be #D (2-lane alt. passing), but with planning to allow conversion to #A in the future as needed. An off-side max. separation bike/pedestrian trail should run from Soldotna to Sterling.

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

The non-motorized Pathway needs to be off away from the road due to the high speeds and heavy traffic on the highway. Shoulder travel is no longer safe. A nice bike lane will provide an asset to the growing community & valuable alternative, esp. for children to use.

Continue comments on the back of this sheet.

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

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Comments continued:

The commercial businesses on the south side of the highway need the summer left turn traffic customers to survive. The location of intersections should try to optimise serving the businesses. Stop light is badly needed at the Mackey Lake Road Intersection. Major road intersections should have some lighting. Get the school buses to pull off the highway - not stop on the highway.

2013/2/05 Wnd

DOT&PF hears comment on Sterling Highway safety designs

Posted: December 11, 2013 - 10:46pm

By KAYLEE OSOWSKI

Peninsula Clarion

Multiple aerial maps spread out on tables and six different highway designs propped up on stands gave people a birds-eye view of the safety issue on an 11-mile stretch of the Sterling Highway as well as possible ways to decrease the number of accidents.

About 40 people attended a meeting and shared their concerns and ideas about the Sterling Highway Safety Corridor between Sterling and Soldotna with the Alaska Department of Transportation and Public Facilities on Tuesday night at the Kenai Peninsula Borough Assembly Chambers in Soldotna.

Mary Helminski, who lives off the Sterling Highway on Jim Dahler Road, was grateful for the meeting to discuss the safety issue on the highway. One of her biggest concerns is that the highway is "too dark."

Between 2000 and 2010, the most numerous type of crashes on the highway between the Moose River bridge and the Kenai Spur Highway, 28 percent, were moose related, with 80 percent of those crashes happening at night.

"Light that highway up," Helminski said. "If they do nothing else, light it up."

Moose mitigation options include installing lights, but the maintenance cost for lighting would be expensive, Ron Martindale, traffic analyst for Kinney Engineering, said during DOT&PF's presentation. Dennis Linnell, principal civil engineer with Hattenburg Dilley and Linnell Engineering, said the state maintenance funding has been flat since 1985.

Another option to decrease the number of moose-related accidents would be to put up fencing along the highway, but there are too many intersections for fencing to be effective, Martindale said.

Ross Morrison, who lives on Jim Dahler Road, said getting off of the highway to residences and businesses can be dangerous on the Sterling, especially when trying to make a left turn.

"I can't tell you the number of times I've had to dive," he said.

Alan Holt, another Jim Dahler Road resident, agreed.

"There is so much traffic," he said. "Getting safely on and off to residences is huge."

Morrison thinks the best option to decrease the number of accidents is to put in a depressed median between opposing traffic lanes with left-turn lanes at about half-mile intervals.

Walter H. Ward of WoodHeat FireStone located between Beacon Hill Street and S. Jawle Street on the highway is concerned about how a divided highway would affect businesses between Soldotna and Sterling.

He said many businesses on that section of the highway basically survive because of summer tourists, who stop by on their drive.

With a divided highway there aren't as many left-turn opportunities for travelers. Ward thinks the DOT&PF should consider the many businesses and give drivers the option to make a left turn to those businesses. His suggestion is to construct a highway with a full-center turn lane from Soldotna to about Pine Street and from Swanson River Road to the widened highway in Sterling. He also thinks the speed limit should be reduced 45 mph in those areas. Between the two sections, he suggests a two-lane divided highway with an alternating center passing lane.

After the presentation, Ward spent sometime talking with different project team members to share his ideas.

"I think its great they came down to have the meeting," he said

The six alternatives the team presented were:

- four-lane divided with a depressed median;
- four-lane divided with a two-way left turn lane or urban-style raised concrete median;
- four-lane divided with a two-way left turn lane, rural-style;

- two-lane divided with a depressed median;
- two-lane divided with alternating passing lanes;
- four-lane divided with a raised concrete barrier.

Linnell said the four-lane alternative with the depressed median is probably the safest design.

"It's meant to get people from point A to point B with as little interruption as possible," he said.

He said DOT&PF isn't restricted to only one alternative, the best option might be a combination.

The department is also considering alternatives for pedestrian pathways along the highway. Currently bikers, runners and walkers commute on the shoulder of the highway. Other options include an urban sidewalk or a multi-use pathway with minimum or optimum separation. The minimum amount of separation between the highway and a multi-use path is 10 feet. The safest option is to separate a path from the highway with a ditch, Linnell said.

Morrison, Holt and Ward all would like to see a path along the highway.

"A bike trail would be just absolutely used," Morrison said.

The Sterling Highway between Soldotna and Sterling was designated a safety corridor in 2009. Cynthia Ferguson, project manager, said the overall goal of the project is to get the number of accidents down.

"We don't want it to be a safety corridor anymore," she said.

Since it became a safety corridor, rumble strips have been put in, traffic fines are double and policing has been increased, Martindale said.

According to DOT&PF, between 2000 and 2012 there were 12 fatal crashes resulting in 16 deaths on the Sterling Highway. Between Boundary Street and Evergreen Street, 10 of the accidents occurred with 13 of the total deaths.

Between the Kenai Spur and Moose River there were 721 crashes on the Sterling Highway between 2000 and 2010. After moose-related crashes, the second highest cause of crashes is rear-end collisions with 27 percent. Other overrepresented crash causes are ran-off-the-road with 12 percent, head-on with 5 percent and sideswipe with 4 percent, according to DOT&PF.

Nearly all fatal crashes were the result of a head-on collision. The Sterling Highway average annual fatal accident rate between 2000 and 2012 was 3.28. The statewide rate was 1.60 and the national rate was 1.37, according to DOT&PF.

If nothing is done, crashes are expected to rise to 22 percent more annual crashes between 2031 and 2040 than between 2000 and 2010, according to DOT&PF.

Prior to Tuesday's meeting, DOT&PF set up listening posts for public comment in Soldotna and Sterling in July. DOT&PF is accepting comments online at sterlinghwy.com by clicking on the map image. Graphics of the alternatives are viewable by clicking the link in the "Current Status" box.

Ferguson said the next step in the project is to determine which alternatives to move forward with in consideration and begin figuring cost estimates for the different designs.

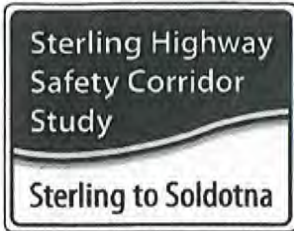
The study is funded by a legislative appropriation, she said. A draft of the preliminary decision document is scheduled to be complete in February 2014. Construction is tentatively scheduled for 2018, but is dependant on many factors including funding, according to DOT&PF.

Kaylee Osowski can be reached at kaylee.osowski@peninsulaclarion.com.

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Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Patti Berkhahn</i>	
Street Address or PO Box <i>39195 Coulter Ct.</i>	
City, State, Zip <i>Soldotna, AK 99669</i>	
Email <i>pj.berkhahn@gmail.com</i>	Phone <i>907 262-5618</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

Definitely need left turn lanes - do not know difference between rural or urban

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

I really want some form of path for non-motorized users. I am afraid the other alternatives are too costly, therefore we would get nothing. This seems like a viable option.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

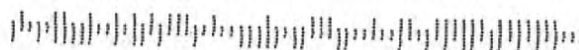
2013/2/3cs Berkhahn 1/2

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

99508\$4070 C013



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Comments continued:

If money is an issue - I will be happy
with any design as long as it has two turn lanes
and a non-motorized path.

2013/2/3 cs Berkehn 3/2

Anne Brooks <comments.brooksalaska@gmail.com>
To: mycomments@brooks-alaska.com
Reply-To: sterlinghwy@brooks-alaska.com
Sterling Highway Safety Corridor Study - Thank you

December 17, 2013 9:27 AM



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

Thanks to everyone attending the Tuesday, December 10, 2013 Sterling Highway Safety Corridor Study meetings.

The graphics illustrating roadway alternatives, traffic volumes and project fact sheets shared at the public meeting can be found on the project website: http://sterlinghwy.com/public_involvement.htm. Look for the December 10 meeting date. All the documents are listed under meeting materials.

If you were unable to attend the meeting, the team would appreciate your comments on the design alternatives presented at this meeting. You can do this several ways.

- Comment Sheet: Download, print, fill out and mail the comment sheet from the meeting.
- Send an email to sterlinghwy@brooks-alaska.com or
- Answer the questions here: <https://www.surveymonkey.com/s/DTYNLTP>


Your input will help the project team make more informed decisions about how to move forward with improvements to the Sterling Highway between Sterling and Soldotna.

For additional information contact:

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Tel: 1-907-272-1877
Email: sterlinghwy@brooks-alaska.com

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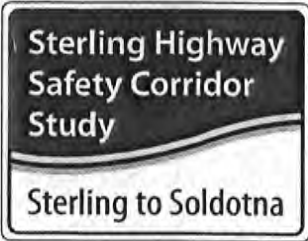
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Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Mary-Ellen Johnson</i>	
Street Address or PO Box <i>Box 3017</i>	
City, State, Zip <i>Soldotna, AK 99669</i>	
Email <i>emilme@yahoo.com</i>	Phone

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. ~~4~~-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

- A. Sounds like the safest way to remedy our existing problems*
- B. 1 & 2 sound very expensive with not much gain*
- C & D. Sound better than the current situation, but also like a very expensive bandage.*
- E. sounds like trouble to vehicles, walkers, bikers, snowmachines, pets & other small animals. I also sounds expensive.*
- We need an improved highway, but we really need to do it right.*

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

- #1 is fine near Sterling Elementary*
- #2 is awful, considering that drivers use the shoulder for passing -- often w/out reducing their speed.*
- #3 & 4 are inadequate because they lack flexibility.*
- #5 is the most reasonable alternative*
- Accommodating non-motorized users is extremely important, in my opinion.*

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

2013/2/19 cs Johnson 1/2

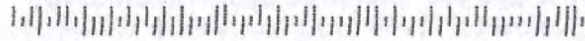
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99508+4070

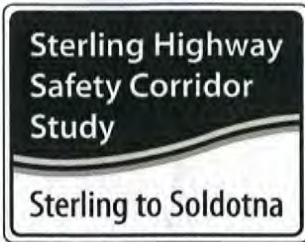


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Comments continued:

While I feel that opinions from the public should be part of this process, they should not either stall or diminish the necessary re-design/construction on the Sterling Hwy between Sterling & Seldotna.

2013/12/19cs Johnson 2/2



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>Mrs. M. Welles</i>	
Street Address or PO Box <i>PO Box 485</i>	
City, State, Zip <i>Sterling, AK 99672</i>	
Email	Phone

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

Traffic is only going to increase & that seems to be the best idea. (Sounded like it should of been done when road was worked on in year back.)

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

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- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
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Why is this your preferred design alternative for non-motorized users?

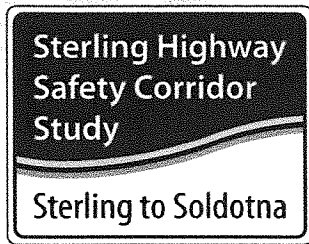
Thank you for coming & doing the presentation last week.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

2014 Comments

- 20140111csWelles_Stan.pdf
- 20140213csKent(AKDivofForestry).pdf
- 20140610_Affidavit_PeninsulaClarion.pdf
- 20140612_OnlineNotice.pdf
- 20140615emFarrell.pdf
- 20140616emNelson.pdf
- 20140616emTeamtoStakeholders.pdf
- 20140617tcOsowski(PeninsulaClarion).pdf
- 20140623emTeamtoStakeholders.pdf
- 20140624_Andreis_PropertyInfo.pdf
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- 20140625emAlbright.pdf
- 20140625ltrSterlingCommunityClub.pdf
- 20140627emFassler.pdf
- 20140628csWelles.pdf
- 20140628emTeamtoAndreis.pdf
- 20140714tcHarris.pdf
- 20140719emTeamtoAlbright.pdf
- 20140719emTeamtoFassler.pdf



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name <i>STAN + NIKKI WELLES</i>	
Street Address or PO Box <i>38570 MOOSE RIVER DR / PO BOX 485</i>	
City, State, Zip <i>STERLING ALASKA 99672-0485</i>	
Email	Phone <i>(907) 260-6769</i>

Circle the letter corresponding to your preferred design alternative.

- A. 4-lane, divided with depressed median
- B-1. 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2. 4-lane, divided with two-way left-turn lane, rural
- C. 2-lane, divided
- D. 4-lane, divided with alternating passing lanes
- E. 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

SAFEST, FASTEST; THIS IS A PRIMARY ROUTE ON AND OFF THE KENAI PENINSULA FOR ALL COMMERCIAL COMMERCE, TOURISTS AND COMMUTERS.

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5. Provide non-motorized user facilities by mixing these alternatives to fit available right of way

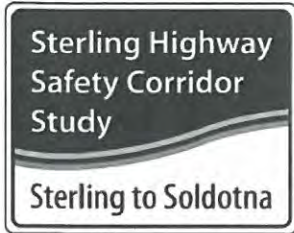
Why is this your preferred design alternative for non-motorized users?

I DON'T USE NON-MOTORIZED CORRIDORS, OTHER THAN A SHOULDER FOR DISABLED CARS TO PULL OFF TO CHANGE A TIRE, ETC.; I DON'T CARE IF THERE ARE ANY.

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

20140111CS Welles



Your comments on the design alternatives please...

Please use this form and provide us feedback on the design alternatives by answering the questions posed. We appreciate your input!

AKSAS Project No. 54830

Name Howard J. Kent	
Street Address or PO Box P.O. Box 1611	
City, State, Zip Soldotna, AK 99669	
Email howard.kent@alaska.gov	Phone 907-394-2606

Circle the letter corresponding to your preferred design alternative.

- A** 4-lane, divided with depressed median
- B-1.** 4-lane, divided with two-way left-turn lane or raised median, urban
- B-2.** 4-lane, divided with two-way left-turn lane, rural
- C,** 2-lane, divided
- D,** 2-lane, divided with alternating passing lanes
- E,** 4-lane, divided with F-shaped barrier

Why is this your preferred design alternative?

- Allows for traffic separation to minimize the risk of head-on collisions
- Two travel lanes for each direction of traffic flow will help to reduce rear-ending accidents by giving drivers a larger area to escape/avoid an accident. This goes for animal encounters as well.
- Accommodates for improved summer-time traffic flow
- Creates better merging opportunities - Increases safety
- Depressed median allows for easier snow removal and provides an area for vehicle escapement if necessary.

The team presented four alternatives for accommodating non-motorized users in the Sterling Highway transportation safety corridor. Circle the letter of the preferred design alternative for non-motorized users.

- 1. Urban Sidewalk
- 2. Roadway Shoulder
- 3. Multi-use Pathway, minimum separation
- 4. Multi-use Pathway, optimum separation
- 5** Provide non-motorized user facilities by mixing these alternatives to fit available right of way

Why is this your preferred design alternative for non-motorized users?

Allows for some flexibility in alternative non-motorized pathways while taking into account existing topography and adjacent right of way property use (Like Division of Forestry's Helicopter landing pads at Mile Marker 92.5 Sterling Highway - South side of highway).

Continue comments on the back of this sheet.

Project Website: www.sterlinghwy.com

PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
 STATE OF ALASKA } ss:

Becky Thomas being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the Sterling Highway

a printed copy of which is hereto annexed was published in said paper one each and every one for three successive and consecutive days in the issues on the following dates:
6/10, 17 & 20, 2014

Becky Thomas

SUBSCRIBED AND SWORN to me before this 23rd day of June, 2014

Jane Russell

NOTARY PUBLIC in favor for the State of Alaska.

My Commission expires 27-Aug-16

**Sterling Highway
Safety Corridor
Study**

Sterling to Soldotna

AKSAS Project No. 54830

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

Come provide feedback and get your questions answered.

To view the Preliminary Decision Document prior to the meeting, please visit www.sterlinghwy.com.

Public Meetings will be held at two locations!

SOLDOTNA

Tuesday, June 24, 2014

Stop by anytime between 4 and 7 pm
 Kenai Peninsula Borough Assembly Chambers
 144 North Binkley, Soldotna

STERLING


Wednesday, June 25, 2014

Stop by anytime between 6:30 and 8:30 pm
 Sterling Community Club, Gym
 35040 Sterling Hwy Mile 83.5, Sterling

For more information contact:
 Anne Brooks, Public Involvement Coordinator
 Brooks & Associates, Toll free: 866-535-1877
 Email: comments.brooksalaska@gmail.com

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www.sterlinghwy.com



D258/71589

D-169

Public Meeting for the Sterling Highway Safety Corridor Study - Sterling to Soldotna

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

Come provide feedback and get your questions answered.

To view the Preliminary Decision Document prior to the meeting, please visit www.sterlinghwy.com.

Meetings will be held at two locations!

Tuesday, June 24, 2014

Kenai Peninsula Borough Assembly Chambers

144 North Binkley, Soldotna

Stop by anytime between 4 and 7 p.m.

Wednesday, June 25, 2014

Sterling Community Club, Gym

35040 Sterling Hwy Mile 83.5, Sterling

Stop by anytime between 6:30 and 8:30 p.m.

For more information contact:

Anne Brooks, Public Involvement Coordinator

Brooks & Associates

Toll Free Phone: 866-535-1877

E-mail: comments.brooksalaska@gmail.com

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Camden Yehle <camden.brooksalaska@gmail.com>

Re: Sterling highway

Anne Brooks <sterlinghwy@brooks-alaska.com>

Mon, Jun 16, 2014 at 9:35 AM

To: Tammy Farrell <akfarrells@gmail.com>

Cc: "Dennis R. Linnell" <dlinnell@hdlalaska.com>, "Heather A. Campfield" <hcampfield@hdlalaska.com>, Camden Yehle <camden.brooksalaska@gmail.com>

Thanks for your comments Tammy. We have added your email address to our project list and keep you posted on the project as we continue our work.

We hope to see you at one of the meetings next week. If you are unable to attend, watch for an email notifying you that the meeting notes have been posted which will contain comments received from stakeholders at the two meetings.

Anne Brooks, Public Involvement Coordinator
Brooks & Associates
Toll Free Tel: [866-525-1877](tel:866-525-1877)
Email: sterlinghwy@brooks-alaska.com

We appreciate your input!

On Jun 15, 2014, at 9:52 PM, Tammy Farrell <akfarrells@gmail.com> wrote:

To Whom It May Concern,

I've looked over your lane possibilities: I'm going to be brief. If you want detail - email me back.

The four lane option with a turn lane in the middle (B-2 I believe) is just like what is in Sterling and I believe it would best serve the communities in this area-IF the highway speed is **NO MORE THAN 45 mph**.

In conjunction **we need Alternative for Non-motorized users - Option 4** - much like Nikiski, Seward, K-Beach, Kenai, and even Moose Pass, and the Hope Junction (where there are no houses)!

Our kids are out there often and need to stay safe.

Thanks,

Tammy Farrell
[907-394-4675](tel:907-394-4675)



Anne Brooks <comments.brooksalaska@gmail.com>

East Redoubt intersection

BA Comments <comments.brooksalaska@gmail.com>

Wed, Jun 18, 2014 at 10:01 AM

To: acnelsonalaska@yahoo.com

Cc: Cynthia Ferguson <cynthia.ferguson@alaska.gov>, "Dennis R. Linnell" <dlinnell@hdlalaska.com>, "Heather A. Campfield" <hcampfield@hdlalaska.com>, John Czarnezki <jczarnezki@ci.soldotna.ak.us>, squeen@ci.soldotna.ak.us

Al — thanks for the question. Unfortunately we do not have an answer. We understand that a developer is looking at the traffic in the area. I believe your best source of information about the East Redoubt to Sterling Highway will be the City of Soldotna's Planning Department.

You can reach Stephanie Queen, the Director of Economic Development and Planning or John Czarnezki, the City Planer at 714-1240 and 714-1246 respectively. I've copied them on this email.

Anne

Anne Brooks, P.E., Public Involvement Specialist
Brooks & Associates
Email: comments.brooksalaska@gmail.com
Tel: [907-272-1877](tel:907-272-1877)
Toll Free Tel: [866-535-1877](tel:866-535-1877)

On Jun 16, 2014, at 5:52 PM, acnelsonalaska@yahoo.com wrote:

> With a walgreens being built and another business that will add traffic , is East Redoubt being rerouted to the intersection of the Sterling and Spur light? Al Nelson

>

> Sent from my iPad



Camden Yehle <camden.brooksalaska@gmail.com>

Save the Date: Sterling Highway Safety Corridor Study - June 24, 25 Open House

Anne Brooks <comments.brooksalaska@gmail.com>
Reply-To: comments.brooksalaska@gmail.com
To: camden.brooksalaska@gmail.com

Mon, Jun 16, 2014 at 5:39 PM



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

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Stop by anytime between 6:30 and 8:30 p.m.

For more information contact:

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E-mail: comments.brooksalaska@gmail.com

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Distribution on Invite to staff and elected officials:

Anne Brooks <anne.brooks.alaska@gmail.com>, bgabriel@ci.kenai.ak.us, mboyle@alaska.com, rmolloy@ci.kenai.ak.us, ryan@marquisforkenai.com, terry@bookeyforkenai.com, bhartman@ci.soldotna.ak.us, dbagley@ci.soldotna.ak.us, John Czarnezki <jczarnezki@ci.soldotna.ak.us>, neoff@ci.soldotna.ak.us, psprague@ci.soldotna.ak.us, rdaniels@ci.soldotna.ak.us, rep.mike.chenault@akleg.gov, rep.kurt.olson@akleg.gov, rep.paul.seaton@akleg.gov, billsmith@borough.kenai.ak.us, bjohnson@borough.kenai.ak.us, cpierce@borough.kenai.ak.us, hsmalley@borough.kenai.ak.us, kwolf@borough.kenai.ak.us, lmurphy@borough.kenai.ak.us, mhaggerty@borough.kenai.ak.us, rtauriainen@borough.kenai.ak.us, smcclure@borough.kenai.ak.us, sen.peter.micciche@akleg.gov, cmokracek@borough.kenai.ak.us, gsandahl@ci.kenai.ak.us, mtilly@ci.kenai.ak.us, ncarver@ci.kenai.ak.us, kenaimayor10@msn.com, rkoch@ci.kenai.ak.us, smodigh@ci.kenai.ak.us, swedemeyer@ci.kenai.ak.us, hdukowitz@ci.soldotna.ak.us, kkornelis@ci.soldotna.ak.us, Mark Dixson <mdixson@ci.soldotna.ak.us>, Nels Anderson <nanderson@ci.soldotna.ak.us>, squeen@ci.soldotna.ak.us, jblankenship@borough.kenai.ak.us, Max Best <mbest@borough.kenai.ak.us>, mnavarre@borough.kenai.ak.us, postrander@borough.kenai.ak.us, wholt@kpbsd.k12.ak.us, jarness@kpbsd.k12.ak.us, ldowning@kpbsd.k12.ak.us, lhohl@kpbsd.k12.ak.us, manderson@kpbsd.k12.ak.us, pvadla@kpbsd.k12.ak.us, scrawford@kpbsd.k12.ak.us, ehilts@kpbsd.k12.ak.us, tnavarre@kpbsd.k12.ak.us, nspooner@kpbsd.k12.ak.us, Gary Williams <gwilliams@borough.kenai.ak.us>, dphillips@chugach-ak.com, info@chugachmiut.org, alindgren@kenaitze.org, tribaladmin@qutekcak.org, roads@kpb.us, dlconst.smith@gmail.com, Jakedenbrock@hotmail.com, hgrandella@hotmail.com, excavate@alaska.net, camdcr@live.com, robert@kenaiwatershed.org



Camden Yehle <camden.brooksalaska@gmail.com>

Sterling Highway Safety Corridor Study/Peninsula Clarion

Anne Brooks <anne.brooks.alaska@gmail.com>

Tue, Jun 17, 2014 at 4:29 PM

To: Jim Amundsen <jim.amundsen@alaska.gov>, "Reese, Jill (DOT)" <jill.reese@alaska.gov>, Cynthia Ferguson <cynthia.ferguson@alaska.gov>

Cc: "Dennis R. Linnell" <dlinnell@hdlalaska.com>, Camden Yehle <camden.brooksalaska@gmail.com>, "Heather A. Campfield" <hcampfield@hdlalaska.com>

I received a call today from Kaylee Osowski with the Peninsula Clarion (335-1241). She wanted to some information about the Preliminary Decision Document because she is preparing an article to run in the Clarion next Monday or Tuesday in advance of our June 24 and 25 meetings in Soldotna and Sterling respectively.

She asked about the recommendations in the PDD. I explained that the options would be fleshed out in greater engineering detail in the Preliminary Engineering Report and would likely include sections of 4-lane divided highway and 5-lane with center turn lane. She asked about the feedback we received from the public about the project. I explained that we heard comment supportive of both cross sections. She asked what we heard about continuous lighting — I explained that we heard support for lighting the entire corridor for moose crash mitigation; support for lighting the entire corridor; and concerns for increased costs of electricity. She asked what other concerns we heard and I spoke about accommodating off highway vehicles in the corridor and the adjacent property owner concerns for increased trespass if not accommodated in the right of way. I explained that one of the challenges of the area is the lack of secondary network or parallel corridors to the Sterling Highway was a challenge for business and residential access.

She asked about the schedule for completing the Preliminary Engineering Report — I said that according to our current schedule on line, this would be in the first quarter of 2015.

She thanked me for returning her call and said the article would run on Monday or Tuesday next week. She plans to attend one of the meetings.

Anne Brooks, P.E.
Brooks & Associates
Email: anne.brooks.alaska@gmail.com
Tel: 907-272-1877
Toll Free Tel: 866-535-1877



Camden Yehle <camden.brooksalaska@gmail.com>

Reminder: Sterling Highway Safety Corridor Study - June 24, 25 Open House

Anne Brooks <comments.brooksalaska@gmail.com>

Mon, Jun 23, 2014 at 8:01 AM

Reply-To: comments.brooksalaska@gmail.com

To: camden.brooksalaska@gmail.com



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

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Meetings will be held at two locations!

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144 North Binkley, Soldotna
Stop by anytime between 4 and 7 p.m.

STERLING -- Wednesday, June 25, 2014

Sterling Community Club, Gym
35040 Sterling Hwy Mile 83.5, Sterling
Stop by anytime between 6:30 and 8:30 p.m.

For more information contact:

Anne Brooks,
Public Involvement Coordinator Brooks & Associates

Toll Free Phone: [866-535-1877](tel:866-535-1877)

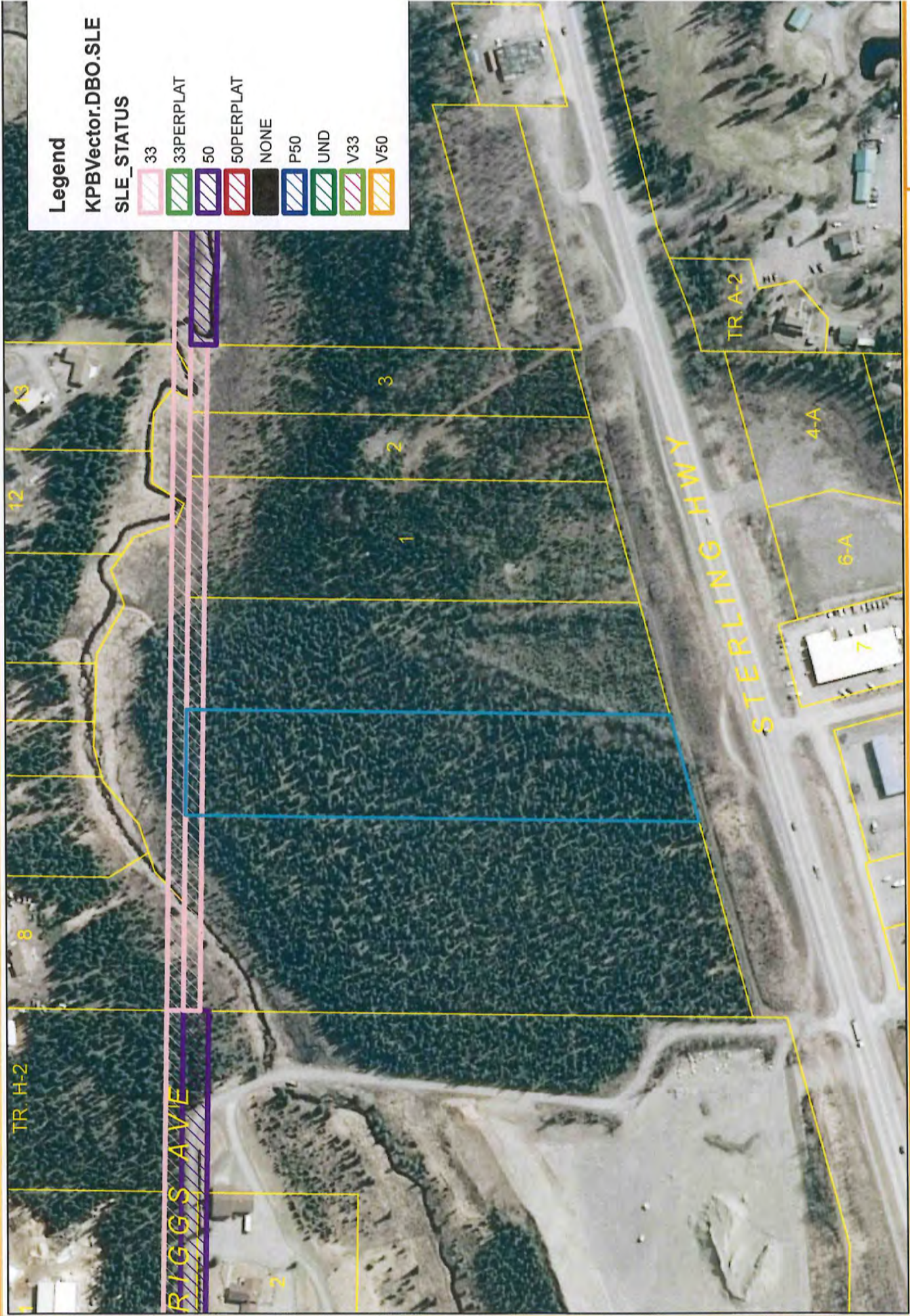
E-mail: comments.brooksalaska@gmail.com

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Legend

KPBVector.DBO.SLE

SLE_STATUS

- 33
- 33PERPLAT
- 50
- 50PERPLAT
- NONE
- P50
- UND
- V33
- V50



Date: 6/25/2014

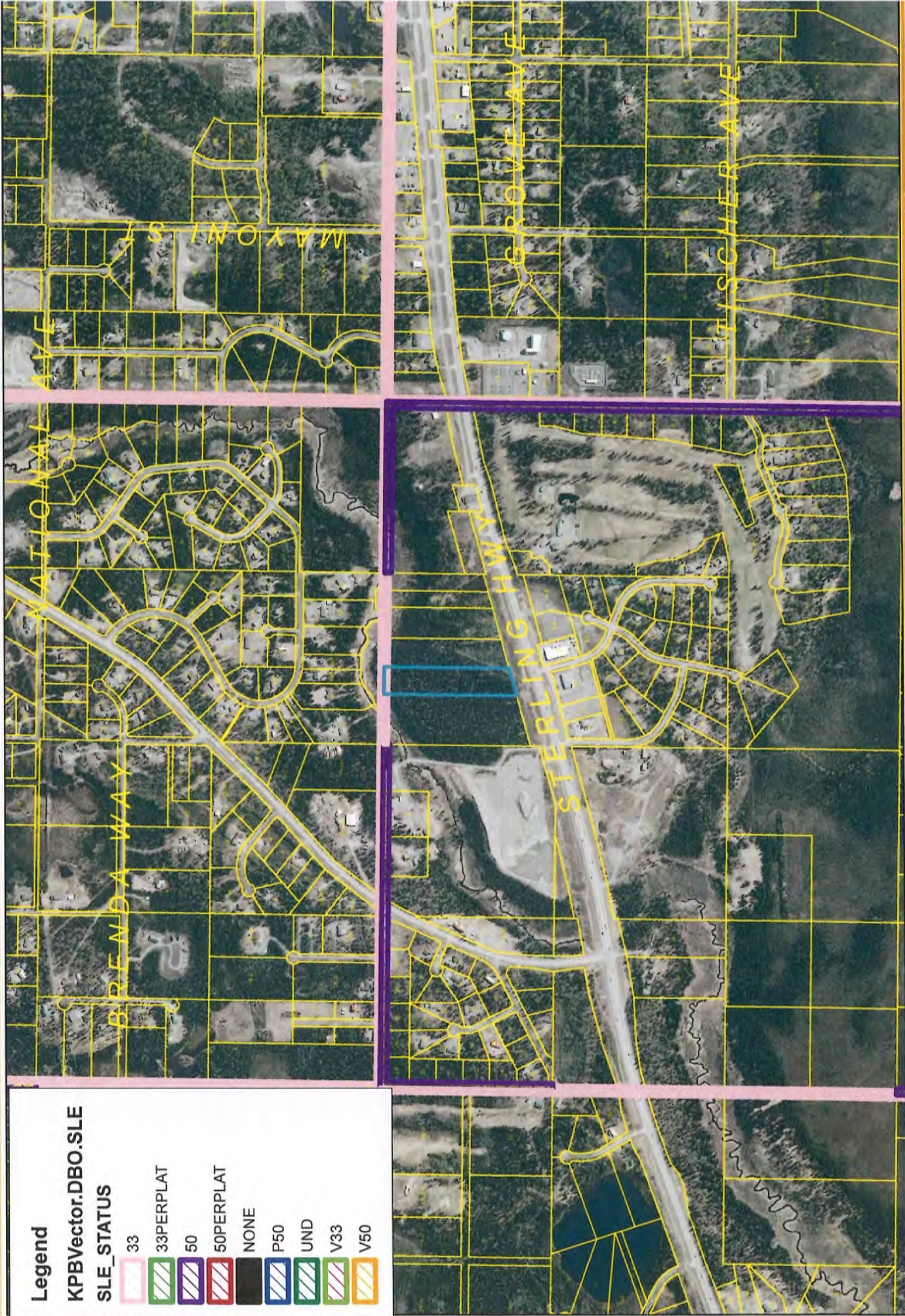


1 inch = 250 feet

2012 SATELLITE IMAGE

The information depicted hereon is for a graphical representation only of best available sources. The Kenai Peninsula Borough assumes no responsibility for any errors on this map.





Legend

KPBVector.DBO.SLE

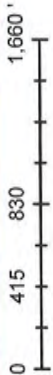
SLE_STATUS

-  33
-  33PERPLAT
-  50
-  50PERPLAT
-  NONE
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-  UND
-  V33
-  V50

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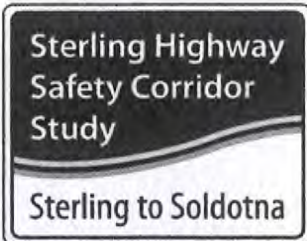
1 inch = 970 feet



2012 SATELLITE IMAGE



Date: 6/25/2014



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name <i>SEAN DUSEK</i>	
Street Address or PO Box <i>39820 Half Moon Ave</i>	
City, State, Zip <i>Soldotna, AK 99669</i>	
Email <i>dusek4@acsalaska.net</i>	Phone <i>907-260-5372</i>

Your comments:

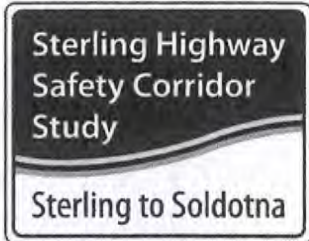
Appreciate opportunity and information on the options. Appreciate pocket turns going in next summer. If funding is a problem, how can public help with getting this to be a priority? Will there be presentations to governor and legislature that public can weigh in on?

We welcome your input. Please send written comments:

Mail Brooks & Associates Attn: Sterling Highway Safety Corridor Study 1704 Rogers Park Court Anchorage, AK 99508	Call Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877
Email sterlinghwy@brooks-alaska.com	

Project Website: www.sterlinghwy.com

20140624cs Duset 1/1



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name <i>George Friendschuh</i>	
Street Address or PO Box <i>Po-Box 897 37151 Denise Lake Drive</i>	
City, State, Zip <i>Soldotna, Alaska 99668</i>	
Email <i>G.Wing.05@hotmail.com</i>	Phone <i>252-6500</i>

Your comments:

When entering the Sterling Hwy from Mackey Lake Rd, and turning right toward Soldotna, a merge lane is needed to make it up hill especially for winter driving

We welcome your input. Please send written comments:

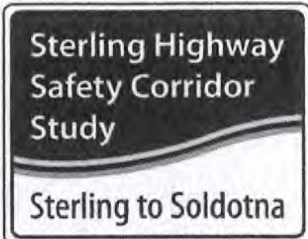
Mail
 Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call
 Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877

Email
sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140624cs Friendschuh 1/1



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name <i>Dottie / Dorothy C Hill</i>	
Street Address or PO Box <i>301 Fairway Circle / P.O. Box 2433 Soldotna</i>	
City, State, Zip <i>Soldotna</i>	
Email <i>alaskadottie@gmail.com</i>	Phone <i>907-529-6145</i>

Your comments:

I would like the speed limit reduced to 45 mph @ the Soldotna City limits much like Transit through Sterling. The reasons are multiple as drivers tend to speed up after leaving Soldotna's 35 mph ^(going east) & ^(going west) then to having to slow down in town. Also, it is a hill in both directions with a clear ^(line of site) view & also very ^{which gives} strait ~~lead~~ drivers a psychological

We welcome your input. Please send written comments:

Mail

Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call

Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877

Email

sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140624cs Hill 1/2

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508

Stamp

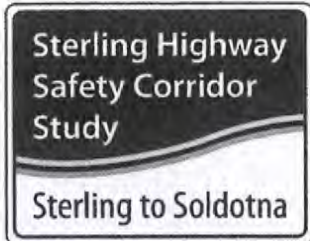
Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

(To mail, fold here, tape lower edge, and affix first class stamp)

Comments continued:

incentive to speed up. Where I
live next to Birch Ridge Golf Course
I can hear cars and trucks
floor their gas pedals in anticipation
of the hills. A light at Mackey Lake
may help people to slow down also.
I'm also very in favor of a walking
path so I don't have to walk on the
shoulder of the highway between
my home & "downtown".

20140624cs Hall 7/2



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name <u>Jean Plate</u>	
Street Address or PO Box <u>35526 Forest Ln</u>	
City, State, Zip <u>Soldotna, AK 99669</u>	
Email <u>jeanp@alaska.net</u>	Phone <u>907-260-3352</u>

Your comments:

Forest Lane has heavy traffic w/ aprox. 150 homes. We often wait 5 min. to turn left to town during morning, evening + tourist traffic. Turning left onto Forest Lane is dangerous from the Sterling. Living ⁸/₁₀ mile away, we hear the rumble strip ~~as~~ ^{clearly} as traffic passes over the white line as others wait to make left turns off the Sterling either onto Forest Lane or Jim Dahler.

I'd like to see Alternative A or B with B as my 1st choice, giving all roads + driveways access to the Sterling Hwy.

We welcome your input. Please send written comments:

Mail
 Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call
 Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877

Email
 sterlinghwy@brooks-alaska.com

→ never discuss + remove all "Safety Zone" restrictions! (lights, fences, etc.)

Project Website: www.sterlinghwy.com

20140624es Plate 1/1

DOT&PF shares progress in highway study

Posted: June 25, 2014 - 10:21pm

By KAYLEE OSOWSKI

Peninsula Clarion

How many lanes should there be? How should the lanes be divided? What are environmental concerns? Is lighting an option? How much room is available for a pathway? Where should turn lanes be included?

Those are a few of the questions officials working on an Alaska Department of Transportation and Public Facilities Sterling Highway Safety Corridor Study are working to answer.

And DOT&PF is looking to the public for feedback to help select the best option to increase safety and mobility to the 11.5-mile stretch of highway between Soldotna and Sterling.

At meetings in Soldotna and Sterling this week DOT&PF shared its Decision Document for the Sterling Highway Safety Corridor Study, which explores highway lane alternatives between Mile 82.5 and Mile 94.

"The document will stay in draft form until after the meeting(s) and depending on what we hear, we may make some changes," said Anne Brooks, public involvement coordinator.

The department also identified its preferred option and ruled out two alternatives for road construction.

Aside from doing nothing, the document identifies five alternatives for the highway:

- A) 4-lane divided with a 30-foot depressed median;
- B) 4-lane divided with two-way left-turn lane or raised median;
- C) 2-lane divided with 30-foot depressed median;
- D) 2-lane divided with 30-foot depressed median with alternating passing lanes;
- E) 4-lane divided with a 2-foot concrete barrier.

DOT&PF evaluated the designs on safety, traffic capacity, mobility, engineering, maintenance and operations, land use, environmental resources, pedestrian and bicycle accommodation and cost. In each category, the alternatives were ranked most favorable, less favorable or least favorable.

Officials have ruled out alternatives C and D because they don't meet the purpose and need.

Alternative A has been identified as the preferred option and B and E could be used in select areas.

The 4-lane highway divided with a depressed median had five most favorable marks — the most of any alternative. It ranked high in safety, capacity, mobility, maintenance and operations and land use. The alternative calls for two 12-foot travel lanes in each direction, 8-foot outside shoulders, 4-foot inside shoulders and a 30-foot depressed center median. It was the only category to receive no least favorable marks.

Dennis Linnell, project manager, Hattenburg, Dille and Linnell, LLC, said members of the public have commented that they would like to see a pathway along the highway. Alternative A takes up a large amount of right-of-way making it difficult to construct a path with optimum separation from the road of at least 22 feet along the entire stretch of highway.

If a path is constructed, he said in areas where optimum separation is possible, that's what DOT&PF would do and in areas where the path would be close to the road, a guardrail would likely be installed.

Linnell said one of the biggest challenges with the project is figuring out how to balance two competing needs — mobility and access to residences and businesses.

Keith Baxter, Soldotna City Council member, attended the meeting in Soldotna on Tuesday and said with the highway serving local and through-traffic, he is glad to hear DOT&PF is considering both sides.

According to DOT&PF, the 11.5 miles of highway is over capacity and has a high rate of fatal and major injury crashes.

Moose-involved collisions accounted for 28 percent of crashes between the Kenai Spur Highway and Moose River from 2000 to 2010, with 80 percent of those crashes happening at night. Twenty-seven percent of crashes were rear-end collisions. Compared to statewide averages, running off the road, head-on and sideswipe collisions are overrepresented. Nearly 75 percent of crashes happened between October and March during twilight or after dark.

Rear-end and right-angle crashes occurred at a slightly higher rate, 55 percent, between April and September. This data corresponds with higher traffic volumes.

The highest crash areas were at Robinson Loop Road to Murray Lane, the Forest Lane and Jim Dahler Road intersection to Boundary Street, Boundary Street to Mackey Lake Road and Mackey Lake Road to Devin Drive.

The next step in the process is the preliminary engineering study, which Brooks said gets into detail about right-of-way, access points and drainage issues. The process for the engineering study will begin in July and wrap up in the first quarter of 2015, she said.

In December 2013 DOT&PF held a public meeting about the project. Locals at the meeting expressed concerns about moose mitigation, the amount of traffic, drivers speeding and accessibility to businesses along the highway.

DOT&PF also held mobile meetings in parking lots in Soldotna and Sterling last summer for local citizens to discuss the safety corridor.

Linnell said most commenters have been supportive of the project.

"Everybody knows something needs to be done," he said.

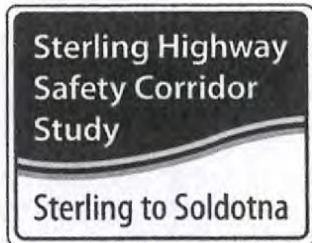
To view the document and other information and submit comments about the project visit www.sterlinghwy.com.

Kaylee Osowski can be reached at kaylee.osowski@peninsulaclarion.com.

Follow This Article



CLOSE X



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name	
Street Address or PO Box	
City, State, Zip	
Email	Phone

Your comments:

84.5 mile passing on right

We welcome your input. Please send written comments:



Mail

Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

Call

Alaska Relay
TTY 800-770-8973 or
Toll Free: 1-866-535-1877

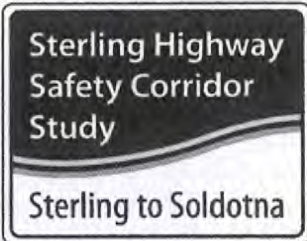


Email

sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140625cs Ann



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name <i>Robert Baklarz</i>	
Street Address or PO Box <i>PO Box 348</i>	
City, State, Zip <i>STERLING. AK 99672</i>	
Email	Phone <i>907 398-8689</i>

Your comments:

① My preferred choice is Alternative A - open, visible, no hard barrier to hit. Also would be good to have signs = Keep Right. Except TO PASS & NO PASTING ON RIGHT.

② Alternative B - Good Second Choice.

I do not like Alternative E. Hard barriers are ugly; I've seen vehicles hit them & flip. What will the moose do?

We welcome your input. Please send written comments.

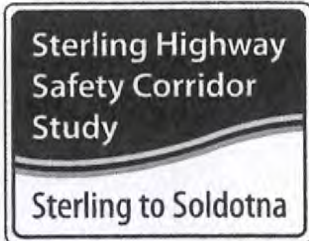
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Anchorage, AK 99508

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Toll Free: 1-866-535-1877

Email
sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140625cs Baklarz H



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name <i>Linda Barclay</i>	
Street Address or PO Box <i>38403 Breezewood Dr</i>	
City, State, Zip <i>Sterling AK 99672</i>	
Email <i>lbarclaw@alaska.net</i>	Phone <i>262-1400</i>

Your comments:

Alternative B allows safety for all and provides safety for fire and ambulance and police officers to get their job done efficiently as time would not be wasted going to an intersection & turning around. We have NO problem with 45 mph. Thank you for your explanations.

We welcome your input. Please send written comments:



Mail

Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call

Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877

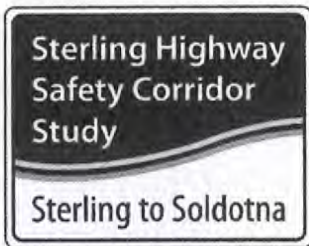


Email

sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140625cs Barclay 1/1



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name	Tom + Adele Bearup	
Street Address or PO Box	Box 2763 (41212 Sterling Hwy)	
City, State, Zip	Soldotna, AK 99669	
Email	tombearup@cox.net	Phone 907-953-9233

Your comments:

Mile Post 91 at my drive, we are Commercial noted at the borough. We have a Ministry there at our property + lots of activity on our site. We don't want a divided highway there + we want the high hill at Solid Rock taken down. You can use the fill on my property at the base of the hill!

We welcome your input. Please send written comments:



Mail

Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call

Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877

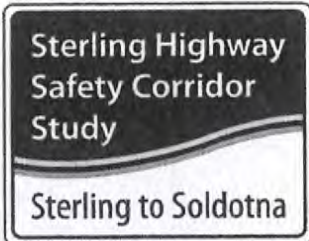


Email

sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140625cs Bearup 1/



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name Art Brown	
Street Address or PO Box PO Box 531	
City, State, Zip Sterling AK 99672	
Email artaundonna@peoplepc.com	Phone 252-1502

Your comments:

Alternate B from Briggs to Forest/Dahlin

45 speed limit in this area

Alt. A was in selected areas into Soldotna

We welcome your input. Please send written comments:



Mail

Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

Call

Alaska Relay
TTY 800-770-8973 or
Toll Free: 1-866-535-1877

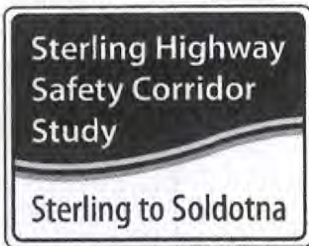


Email

sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140625cs Brown A



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name	Donna Brown		
Street Address or PO Box			
City, State, Zip	99672		
Email	d/bstill1531@gmail.com	Phone	

Your comments:

Decrease speed to 35 before Mackey Lake heading West as many people pull out @ Mackey Lake. Present speed is 55.

Put option B for Sterling Hardware + Sterling Post Office

We welcome your input. Please send written comments:



Mail

Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

Call

Alaska Relay
TTY 800-770-8973 or
Toll Free: 1-866-535-1877

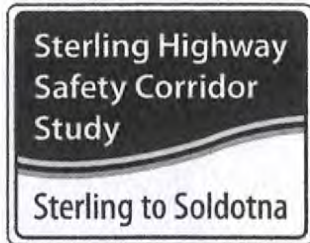


Email

sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140625 cs Brown D/1



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name JAMES ISHAM	
Street Address or PO Box P.O. 51 Soldotna AK 99669	
City, State, Zip	
Email BIGJOHNS@ALASKA.NET	Phone 358-9600

Your comments:

Wider Hwy "Great"

Divided Hwy - BAD idea no ditch or raised

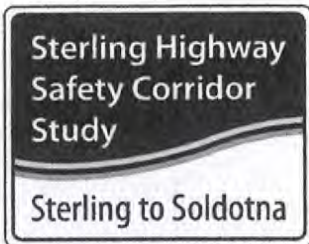
median

We welcome your input. Please send written comments:

Mail Brooks & Associates Attn: Sterling Highway Safety Corridor Study 1704 Rogers Park Court Anchorage, AK 99508	Call Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877
Email sterlinghwy@brooks-alaska.com	

Project Website: www.sterlinghwy.com

20140625cs Isham 1/1



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name <i>Dale Lundell</i>	
Street Address or PO Box <i>34615 Scout Lake Lp. / P.O. Box 313 Soldotna</i>	
City, State, Zip	
Email <i>lundell@alaska.net</i>	Phone <i>262-5947</i>

Your comments:

I have a new shovel, anytime you want to start putting in a 4-lane divided highway - let me know?

We welcome your input. Please send written comments:



Mail

Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call

Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877

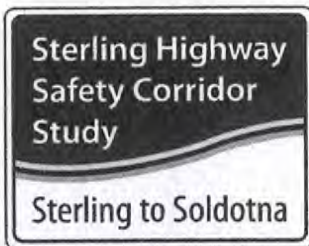


Email

sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

*20140625 cs Lundell
1/1*



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name <i>Juanita Owen</i>	
Street Address or PO Box <i>PO Box 974</i>	
City, State, Zip <i>Sterling 99672</i>	
Email	Phone <i>318-557-9876</i>

Your comments:

I prefer Alternative A
- liked the snow storage idea +
the fact that head on col. will be
greatly reduced -
- seems like rear end would be also -
eliminate a chain action col.

non motor - prefer 3 - favor #4 -
do not want bikes + cars on same space

We welcome your input. Please send written comments:



Mail

Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call

Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877

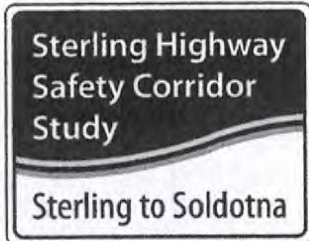


Email

sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140625cs Owen 1/1



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Bob Oakes

Name <i>Charlie Pierce / Victoria Ratchye</i>	
Street Address or PO Box <i>Box 408 / P.O. Box 9</i>	
City, State, Zip <i>Soldotna / Sterling, AK 99672</i>	
Email <i>cpierce@gci.net</i>	Phone <i>907.240.9980</i>

Your comments:

OPTION (B)

- OPTION B*
- better •*
- gives business Access*
- recessed median is higher MAINT + looks ugly over time*
- Cost of A + B is almost = but loss of Business could be major*
- 5% of Accidents are head on so thats not a huge factor*

We welcome your input. Please send written comments:

Mail

Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

Call

Alaska Relay
TTY 800-770-8973 or
Toll Free: 1-866-535-1877

Email

sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140625 cs Pierce / Ratchye '11



Anne Brooks <comments.brooksalaska@gmail.com>

RE: Reminder: Sterling Highway Safety Corridor Study - June 24, 25 Open House

David Albright <davidalbrightak@hotmail.com>

Wed, Jun 25, 2014 at 7:28 PM

Reply-To: rent@alaskavacationrental.com

To: "comments.brooksalaska@gmail.com" <comments.brooksalaska@gmail.com>

Hello,

With full intentions to attend this evenings meeting, circumstances have prevented me from attending. I wanted to address the fact that the preliminary plan does not address the geometry of the road.

I have personally witnessed vehicles loosing control at the down hill part of the road between Nina Robinson and St. Theresa (going East to West). This vehicle crossed the road and landed in the opposite lane ditch. My son had the same experience and was hit by other vehicle as he went across the opposite lane. That resulted in a totaled car - fortunately with no injuries.

I attributed the situation to the rutted road which was latter resurfaced. That did not necessary solve the issue. I drive a 2010 Rave4. After the resurface, I too had experienced of a plethora of warning alerts during icy conditions as I traveled that same section of highway. I believe the camber of the road is not suited.

Since I don't know what the plan is for this part of the road upgrade, I would sincerely hope that the geometry of this portion of road is reviewed.

Regards,
David Albright

<http://www.AlaskaVacationRental.com>

<http://www.vrbo.com/224809>

rent@AlaskaVacationRental.com

907.262.5817

Date: Mon, 23 Jun 2014 12:01:49 -0400

From: comments.brooksalaska@gmail.com

To: rent@alaskavacationrental.com

Subject: Reminder: Sterling Highway Safety Corridor Study - June 24, 25 Open House

CC:



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

Come provide feedback and get your questions answered.

To view the Preliminary Decision Document prior to the meeting, please visit www.sterlinghwy.com.

Meetings will be held at two locations!

SOLDOTNA -- Tuesday, June 24, 2014

Kenai Peninsula Borough Assembly Chambers

144 North Binkley, Soldotna

Stop by anytime between 4 and 7 p.m.

STERLING -- Wednesday, June 25, 2014

Sterling Community Club, Gym

35040 Sterling Hwy Mile 83.5, Sterling

Stop by anytime between 6:30 and 8:30 p.m.

For more information contact:

Anne Brooks,

Public Involvement Coordinator Brooks & Associates

Toll Free Phone: [866-535-1877](tel:866-535-1877)

E-mail: comments.brooksalaska@gmail.com

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Sterling Community Center

Mile 83.5 Sterling Hwy
PO Box 15
Sterling, AK 99672



907) 262-7224 Phone

(907) 262-7225 Fax

sterlingcommunityclub@live.com

www.sterlingcommunityclub.com

To: State of Alaska DOT
Subject: Sterling Highway Upgrade Sterling to Soldotna

June 25, 2014

The Sterling Community Club held several public meetings in the past few months to discuss the Sterling Highway upgrades from Sterling to Soldotna. Safety and access to and from the highway are the most talked about items at these meetings. Safety, the number one issue, concerns the children that frequent the highway system without crosswalks, lighting, or a trail system. Large vehicles using the Community Center and school parking areas to access the highway is also a concern. Other concerns are having emergency vehicle, business, and residential access to and from the highway.

The Sterling Community Club recommends a five lane highway with left lane curbs at major intersections, raised medians where they do not obstruct business or residential access to and from the highway, better school zone flashing lights that are bright and are not obstructed by other objects along the highway, crosswalks at Swanson River Road and Scout Lake Road, and LED lighting or another type of lighting that is cost effective to operate. We also recommend a speed limit of no more than 50 mph in high use areas. We are in the process of developing a Safe Walkway Plan that extends up to 2 miles each way from Sterling Elementary that is funded by a DOT grant. The new road design should take into account recommendations from this plan.

The Sterling Community Club appreciates the process that the Department of Transportation is taking to ensure the new highway is built with public safety concerns and the needs of our community addressed. The Community Club would also like updated maps and information on the project for posting at the Community Center. Also attached is a copy of the resolution presented to the DOT at an earlier meeting in Soldotna.

Thank you,

Bob Oakes, President
Sterling Community Club

Cc:

Citizens for a Safe Highway
Sterling Newsletter
Sterling Senior Center
Soldotna Chamber of Commerce
Representative Chenault
Representative Olson
Assemblyman Pierce
Senator Micciche
Mayor Navarre
Mayor Anderson

Attachment: Resolution #2013-01

*20140625 ltr Sterling
Community Club
1/2*

Sterling Community Club, Inc.
PO Box 15, Sterling Alaska 99672

Resolution # 2013-01

A Resolution in support of improvements to the Sterling Highway from Mile 83 to Mile 93 for right & left turning lanes at major exits or a 2 lane highway with a turning lane in the middle in the business corridor areas between Sterling and Soldotna just.

WHEREAS: The Sterling Community Club, Inc. is one of the 2 non-profits representing the Sterling community with over 200 members.

WHEREAS: The Sterling community consists of numerous businesses and residences that operate and live in the Sterling area. The 2010 census shows there are more people living in the Sterling area than in the city of Soldotna.

WHEREAS: Most of the accident and fatality data the DOT has shown the public is old and outdated and most information is from prior to the recent designation of the Safety Corridor.

WHEREAS: The traffic in the morning, evening and in the summer sometimes is so heavy that it can take up to 11 minutes for ingress onto the Sterling Highway.

Whereas: There are at least 4 trucking business, 3 gas stations, 2 schools, a Senior Center, 6 churches, 4 liquor establishments, a Community Center, over 40 businesses and numerous residences located between Sterling and Soldotna.

Whereas: Businesses along the Sterling Highway corridor are struggling to stay in business and without good road access will cause them to struggle even more and possible even cause them to shut down.

WHEREAS: Big trucks with trailers, boats with trailers, motor homes, etc. would have a difficult time making U-turns to get to the location they need which could cause safety issues and traffic congestion.

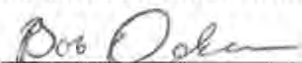
WHEREAS: The State DOT preferred improvement of a split meridian with a ditch in the middle is NOT the Sterling business and residents preferred design.

NOW THEREFORE BE IT RESOLVED THAT: the Sterling community Club recommends the DOT design the Sterling Highway improvement project on a mile by mile design. We would prefer to see Left and Right turning lanes, some areas could be 4 lanes, some intersections may require stop lights and the speed limit may also need to be reduced in some areas. With the high load of traffic now, it is seldom that driving is done at more than 50 miles per hour. The Sterling Community Club also recommends that the DOT planning department hold a local meeting, in Sterling, before anymore planning is done.

Signed by:

Bob Oakes-President of Sterling Community Club, Inc.

Date: December 11, 2013



20140625 Htr Sterling
Community Club 3/2



Anne Brooks <comments.brooksalaska@gmail.com>

Re: Reminder: Sterling Highway Safety Corridor Study - June 24, 25 Open House

Jim F <jimfassler@gmail.com>
To: comments.brooksalaska@gmail.com

Fri, Jun 27, 2014 at 9:52 AM

Ann

I am disappointed that this project is still being STUDIED!! The project has been in limbo since the late 80s and should be COMPLETED!!

The last time you were in Soldotna, it was stated that there was funding for only a portion of the project. I and several others commented that the available funds should be used to go as far as funding would allow and then wait for more. It still is my opinion that construction should start at the Soldotna end and work toward Sterling. It upsets me that "studies" have used many dollars that could have been used for construction. If construction had been started in a timely manner after the first study (that probably had the same result as today), this project and many others would have been completed.

I want you to realize that I am not frustrated with you personally, but the system. THANK YOU for your continued dedication to those if us living in the area.

Jim Fassler
398-8384

On Mon, Jun 23, 2014 at 8:01 AM, Anne Brooks <comments.brooksalaska@gmail.com> wrote:



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

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Meetings will be held at two locations!

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Kenai Peninsula Borough Assembly Chambers
144 North Binkley, Soldotna
Stop by anytime between 4 and 7 p.m.

STERLING -- Wednesday, June 25, 2014
Sterling Community Club, Gym
35040 Sterling Hwy Mile 83.5, Sterling
Stop by anytime between 6:30 and 8:30 p.m.

For more information contact:

Anne Brooks,
Public Involvement Coordinator Brooks & Associates


Toll Free Phone: [866-535-1877](tel:866-535-1877)

E-mail: comments.brooksalaska@gmail.com

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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, and/or special modifications to participate in this project should contact Anne Brooks at (907) 272-1877 to make necessary arrangements. Individuals with a hearing impairment can contact Relay Alaska at 711 for assistance.

Like us on Facebook 

Follow us on  twitter

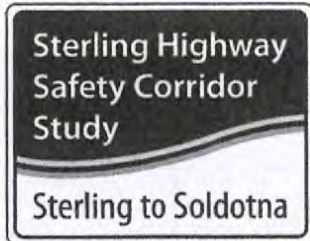
Forward email

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Brooks and Associates | 301 West Northern Lights Blvd | Suite 440 | Anchorage | AK | 99503



AKSAS Project No. 54830

Your Comments Please... Please use this form to provide feedback about the Preliminary Decision Document. Thanks for your input!

Name <i>STAN AND NIKKI WELLES</i>	
Street Address or PO Box <i>38570 MOOSE RIVER DR. P.O. BOX 485</i>	
City, State, Zip <i>STERLING ALASKA 99672-0485</i>	
Email <i>WELLES@PTIALASKA.NET</i>	Phone <i>(907) 260-6769</i>

Your comments:

WE LIKE ALTERNATIVES A + B WITH 3 FOR THE MULTIPLE USE TRAIL.

We welcome your input. Please send written comments:

Mail Brooks & Associates Attn: Sterling Highway Safety Corridor Study 1704 Rogers Park Court Anchorage, AK 99508	Call Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877
---	---

Email
sterlinghwy@brooks-alaska.com

Project Website: www.sterlinghwy.com

20140628cs Welles 1/1



Anne Brooks <comments.brooksalaska@gmail.com>

Sterling Highway Safety Corridor Study

BA Comments <comments.brooksalaska@gmail.com>

Sat, Jun 28, 2014 at 10:42 AM

To: landreis@gci.net

Cc: Dennis Linnell <dlinnell@hdlalaska.com>, Cynthia Ferguson <cynthia.ferguson@alaska.gov>, Heather Campfield <hcampfield@hdlalaska.com>

Lou and Arthur Andreis (907-388-5004)—As you requested when we spoke on the telephone Tuesday, I've attached graphics showing your property in relation to the Sterling Highway. The graphics were printed out of the Geographic Information System (GIS) from the Kenai Peninsula Borough. It shows the highway right of way on one side and the section line easement on the other. I requested a copy of a plat, however, the Borough said this was a "non-surveyed plat" and the only thing available is the document attached.

We will document that you are interested in a driveway in our records. We would not get to driveways until the project is in the design phase. You could go through the driveway permit process and request one earlier.

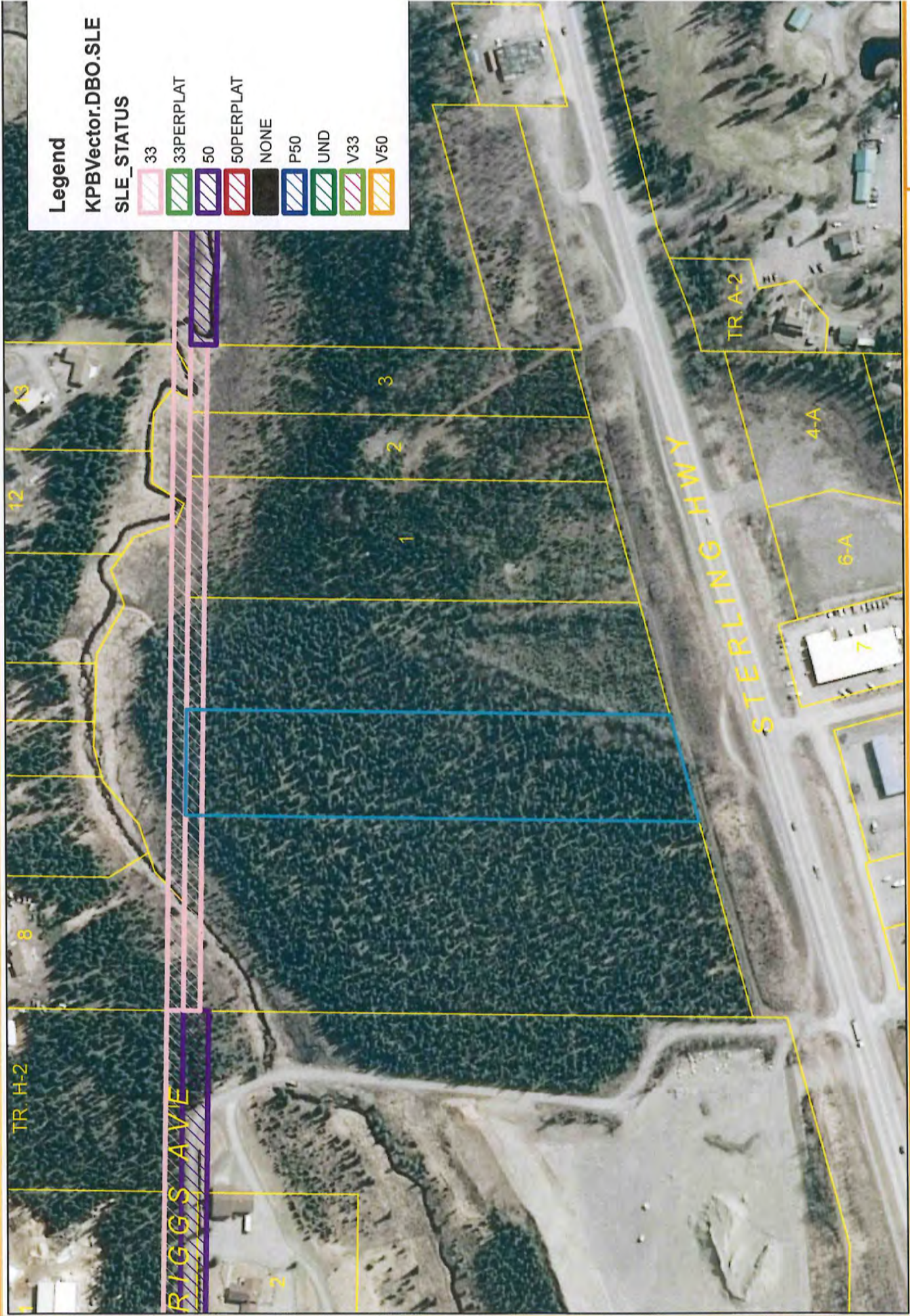
We will add your email address to our contact lists and will keep you posted as the project develops.

Do not hesitate to contact us if you have additional questions or comments on the project.

Anne Brooks, P.E., Public Involvement Specialist
Brooks & Associates
Email: comments.brooksalaska@gmail.com
Tel: 907-272-1877
Toll Free Tel: 866-535-1877

**20140624_Andreis_PropertyInfo.pdf**

569K



Legend

KPBVector.DBO.SLE

SLE_STATUS

- 33
- 33PERPLAT
- 50
- 50PERPLAT
- NONE
- P50
- UND
- V33
- V50



1 inch = 250 feet

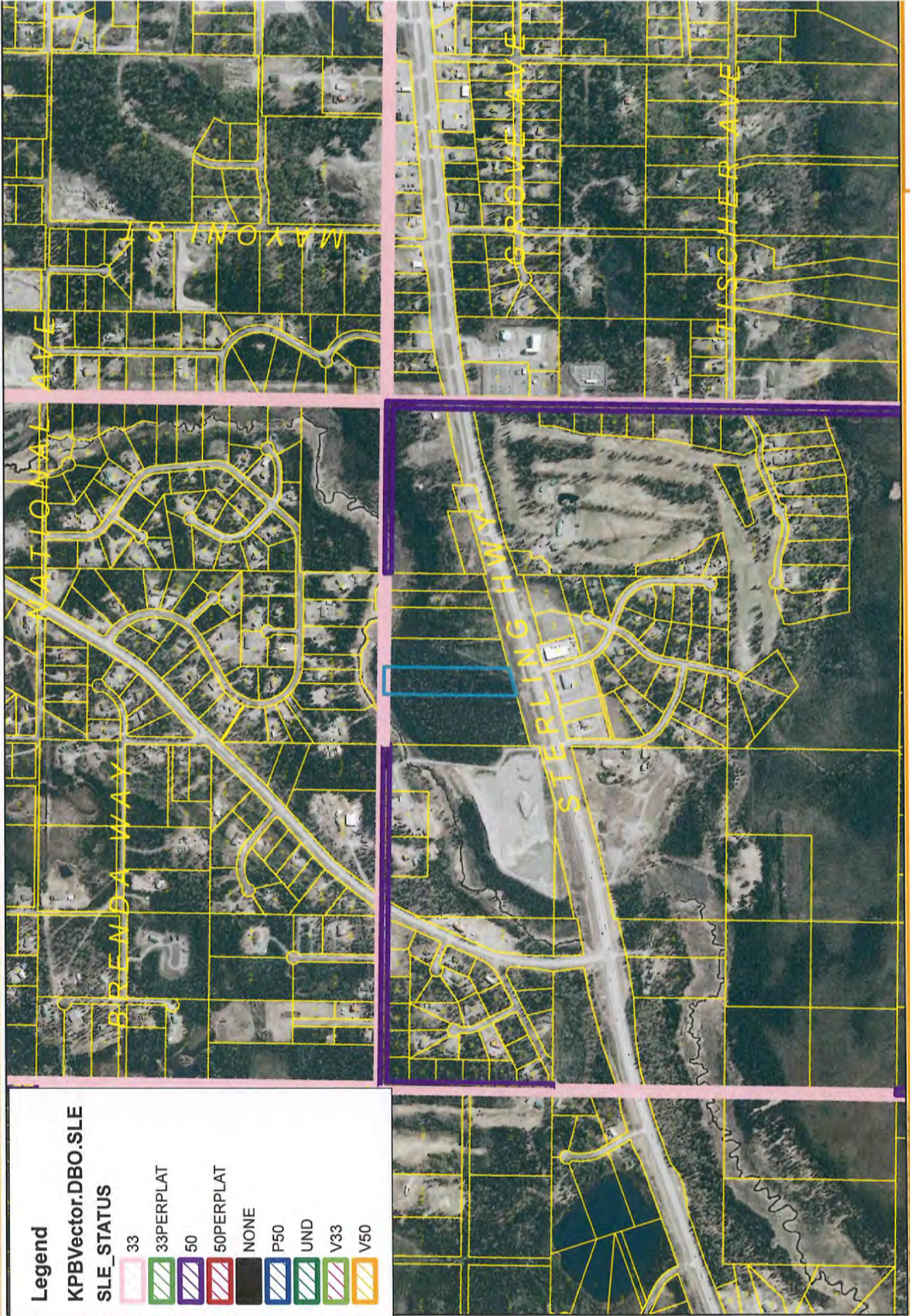


Date: 6/25/2014

2012 SATELLITE IMAGE

The information depicted hereon is for a graphical representation only of best available sources. The Kenai Peninsula Borough assumes no responsibility for any errors on this map.





Legend

KPBVector.DBO.SLE

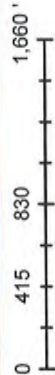
SLE_STATUS

-  33
-  33PERPLAT
-  50
-  50PERPLAT
-  NONE
-  P50
-  UND
-  V33
-  V50

The information depicted hereon is for a graphical representation only of best available sources. The Kenai Peninsula Borough assumes no responsibility for any errors on this map.



1 inch = 970 feet



2012 SATELLITE IMAGE



Date: 6/25/2014



Camden Yehle <camden.brooksalaska@gmail.com>

Sterling Highway Safety Corridor Study - Project Information

Ferguson, Cynthia (DOT) <cynthia.ferguson@alaska.gov>

Mon, Jul 14, 2014 at 12:55 PM

To: "mharris60@wildblue.net" <mharris60@wildblue.net>

Cc: "Anne Brooks (anne.brooks.alaska@gmail.com)" <anne.brooks.alaska@gmail.com>, "Camden Yehle (camden.brooksalaska@gmail.com)" <camden.brooksalaska@gmail.com>, "Dennis R. Linnell" <dlinnell@hdlalaska.com>, "Post, Christopher L (DOT)" <chris.post@alaska.gov>

Hello Mr. Harris-

Sorry that I missed your phone call, but thank you for leaving me a voicemail with your contact information. You can find information regarding the Sterling Highway Safety Corridor Study project at the project website - <http://www.sterlinghwy.com/>. The information presented at the recent open houses held in Sterling and Soldotna on June 24th and 25th can also be found on the project website under Public Involvement (http://www.sterlinghwy.com/public_involvement.htm).

You may be particularly interested in the Draft Preliminary Decisional Document (http://www.sterlinghwy.com/documents/PDD_Draft2.pdf) which evaluates the range of alternatives that have been identified by project stakeholders and recommends those alternatives that should be carried forward for more detailed preliminary engineering analysis.

Sincerely,

Cynthia Ferguson, P.E.

Project Manager



Anne Brooks <comments.brooksalaska@gmail.com>

RE: Reminder: Sterling Highway Safety Corridor Study - June 24, 25 Open House

BA Comments <comments.brooksalaska@gmail.com>

Sat, Jul 19, 2014 at 2:59 PM

To: rent@alaskavacationrental.com

Cc: Dennis Linnell <dlinnell@hdlalaska.com>, Cynthia Ferguson <cynthia.ferguson@alaska.gov>, Heather Campfield <hcampfield@hdlalaska.com>

David — an audit of project comments and responses showed that we had not responded to your June 25, 2014 comment regarding Sterling Highway Safety Corridor Study comments.

At the Preliminary Decision Document phase, we sought to develop an approach to improving the road. We heard from others the same concern about the road geometry in the area between Nina Robinson and St. Theresa. In the preliminary engineering and design phases the details related to road geometry—horizontal and vertical curves, sight distance at intersections, etc., will be carefully considered.

Thanks for your interest in the project.

Anne Brooks, P.E., Public Involvement Specialist
Brooks & Associates
Email: comments.brooksalaska@gmail.com
Tel: 907-272-1877
Toll Free Tel: 866-535-1877

On Jun 25, 2014, at 7:28 PM, David Albright <davidalbrightak@hotmail.com> wrote:

Hello,

With full intentions to attend this evenings meeting, circumstances have prevented me from attending. I wanted to address the fact that the preliminary plan does not address the geometry of the road.

I have personally witnessed vehicles loosing control at the down hill part of the road between Nina Robinson and St. Theresa (going East to West). This vehicle crossed the road and landed in the opposite lane ditch. My son had the same experience and was hit by other vehicle as he went across the opposite lane. That resulted in a totaled car - fortunately with no injuries.

I attributed the situation to the rutted road which was latter resurfaced. That did not necessary solve the issue. I drive a 2010 Rave4. After the resurface, I too had experienced of a plethora of warning alerts during icy conditions as I traveled that same section of highway. I believe the camber of the road is not suited.

Since I don't know what the plan is for this part of the road upgrade, I would sincerely hope that the geometry of this portion of road is reviewed.

Regards,
David Albright

<http://www.AlaskaVacationRental.com>
<http://www.vrbo.com/224809>
rent@AlaskaVacationRental.com
907.262.5817

Date: Mon, 23 Jun 2014 12:01:49 -0400
From: comments.brooksakaska@gmail.com
To: rent@alaskavacationrental.com
Subject: Reminder: Sterling Highway Safety Corridor Study - June 24, 25 Open House
CC:



Sterling Highway Safety Corridor Study

Sterling to Soldotna

AKSAS Project No. 54830

The Department of Transportation and Public Facilities (DOT&PF) invites you to an open house to share the Preliminary Decision Document for the Sterling Highway Safety Corridor Study (Sterling to Soldotna). The document provides recommendations for developing the Sterling Highway to enhance the long-term safety and mobility for highway users; and identifies the alternatives to be carried forward for preliminary engineering analysis.

Come provide feedback and get your questions answered.

To view the Preliminary Decision Document prior to the meeting, please visit www.sterlinghwy.com.

Meetings will be held at two locations!

SOLDOTNA -- Tuesday, June 24, 2014

Kenai Peninsula Borough Assembly Chambers

144 North Binkley, Soldotna

Stop by anytime between 4 and 7 p.m.

STERLING -- Wednesday, June 25, 2014

Sterling Community Club, Gym

35040 Sterling Hwy Mile 83.5, Sterling

Stop by anytime between 6:30 and 8:30 p.m.

For more information contact:

Anne Brooks,

Public Involvement Coordinator Brooks & Associates

Toll Free Phone: [866-535-1877](tel:866-535-1877)

E-mail: comments.brooksalaska@gmail.com

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Brooks and Associates | 301 West Northern Lights Blvd | Suite 440 | Anchorage | AK | 99503



Anne Brooks <comments.brooksalaska@gmail.com>

Re: Reminder: Sterling Highway Safety Corridor Study - June 24, 25 Open House

BA Comments <comments.brooksalaska@gmail.com>

Sat, Jul 19, 2014 at 2:52 PM

To: Jim F <jimfassler@gmail.com>

Cc: Cynthia Ferguson <cynthia.ferguson@alaska.gov>, Heather Campfield <hcampfield@hdlalaska.com>, Dennis Linnell <dlinnell@hdlalaska.com>

Jim — Thanks for your email. We understand your disappointment that the project continues to be studied. In order to identify adequate funding for construction, we need to revisit the project, understand how conditions have changed and make sure we are still on the right track with the planned improvements.

This is definitely the case with this Sterling Highway project. The original Environmental Assessment for the project was completed in 1982/1984 and right of way was purchased in 1989-90. The area has grown and changed since then. Our work will confirm we are on the right track as we move forward. The work will also provide information needed to program the funds for future construction of the planned improvements.

We appreciate your patience.

Anne Brooks, P.E., Public Involvement Specialist
 Brooks & Associates
 Email: comments.brooksalaska@gmail.com
 Tel: 907-272-1877
 Toll Free Tel: 866-535-1877

On Jun 27, 2014, at 9:52 AM, Jim F <jimfassler@gmail.com> wrote:

Ann

I am disappointed that this project is still being STUDIED!! The project has been in limbo since the late 80s and should be COMPLETED!!

The last time you were in Soldotna, it was stated that there was funding for only a portion of the project. I and several others commented that the available funds should be used to go as far as funding would allow and then wait for more. It still is my opinion that construction should start at the Soldotna end and work toward Sterling.

It upsets me that "studies" have used many dollars that could have been used for construction. If construction had been started in a timely manner after the first study (that probably had the same result as today), this project and many others would have been completed.

I want you to realize that I am not frustrated with you personally, but the system. THANK YOU for your continued dedication to those if us living in the area.

Jim Fassler
 398-8384

On Mon, Jun 23, 2014 at 8:01 AM, Anne Brooks <comments.brooksalaska@gmail.com> wrote:



Sterling Highway Safety Corridor Study

Sterling to Soldotna

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2016 Comments

- 20160114_Affidavit_PeninsulaClarion.pdf
- 20160114emTeamtoStakeholders.pdf
- 20160115_OnlineNotice.pdf
- 20160117emPlate.pdf
- 20160127emTeamtoStakeholders.pdf
- 20160128csAnon.pdf
- 20160128csAnon2.pdf
- 20160128csGlaves.pdf
- 20160128csHammarstrom.pdf
- 20160128csHensley.pdf
- 20160128csHu.pdf
- 20160128csLundell.pdf
- 20160128csNelson.pdf
- 20160128csOberts.pdf
- 20160128csPage.pdf
- 20160128csRinke.pdf
- 20160128csTurner.pdf
- 20160128csVadla_Kaitlin.pdf
- 20160128csVadla_Penny.pdf
- 20160128csWard.pdf
- 20160128emPenland.pdf
- 20160128ltrOakes(SterlingCommunityCenter).pdf
- 20160129csMcKenney.pdf
- 20160129emAndreis.pdf
- 20160202emNoble.pdf
- 20160208emCowan.pdf
- 20160210emTeamtoAndreis.pdf
- 20160210tcNoble.pdf
- 20160221artADN.pdf
- 20160307cs_itr_DOTtoNeuendorf-signed final.pdf
- 20160307cs_itr_Neuendorf.pdf
- 20160307emTeamtoOakes(SterlingCommunityCenter).pdf
- 20160307emTeamtoRinke.pdf
- 20160307emTeamtoVadla_Penny.pdf
- 20160308emTeamtoRinke.pdf
- 20160308tcRinke.pdf
- 20160324csForsi.pdf

PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA, }
 STATE OF ALASKA } ss:

Denise Reece _____ being first duly
 sworn, on oath deposes and says:

That I am and was at all times here in this
 affidavit mentions, Supervisor of Legals of the
 Morris Publishing Group/Peninsula Clarion, a
 newspaper of general circulation and pub-
 lished at Kenai, Alaska, that the
 Sterling Highway Project #3926.21

a printed copy of which is hereto annexed was
 published in said paper one each and
 every week for two successive and
 consecutive weeks in the issues on the
 following dates:
 January 14, 21, 2016

X Denise Reece
 SUBSCRIBED AND SWORN to me before
 this 21st day of January 2016

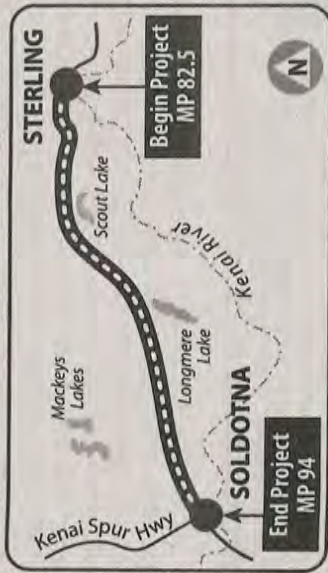
Reece
 NOTARY PUBLIC in favor for the
 State of Alaska.

My Commission expires 07-09-2017

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 Facilities (DOT&PF) invites you to an open house to
 view the Preliminary Engineering Report
 recommendations for the Sterling Highway Safety
 Corridor Study: Sterling to Soldotna. The document
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 depressed median as the preferred alternative.

The preferred alternative best improves the safety,
 capacity, and mobility of the highway. It also best
 meets the local land-use plans. The center-
 depressed median provides snow storage, allows for
 storm water infiltration and, importantly, mitigates lane crossover (head-on) collisions.
 The 4-lane design transitions from 5-lane sections in both Sterling and Soldotna.

**Sterling Highway
 Safety Corridor
 Study**
Sterling to Soldotna
 State Project # Z548300000



The preferred alternative also includes a "best fit" multi-use trail for the full length of the
 roadway between Sterling and Soldotna.
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 consultant to complete the required environmental document and detailed design for the
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OPEN HOUSE
Thursday, January 28, 2016
 Stop by anytime between 4 and 7 pm
 Kenai Peninsula Borough Assembly Chambers
 144 North Binkley, Soldotna

For more information or to submit a comment about the project contact:
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 Toll free: 866-535-1877, Email: comments.brooksalaska@gmail.com
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Project Website: www.sterlinghwy.com



Sterling Highway Safety Corridor Study - Open House, January 28

Anne Brooks <anne.brooksalaska@gmail.com>
Reply-To: comments.brooksalaska@gmail.com
To: camden.brooksalaska@gmail.com

Thu, Jan 14, 2016 at 4:49 PM



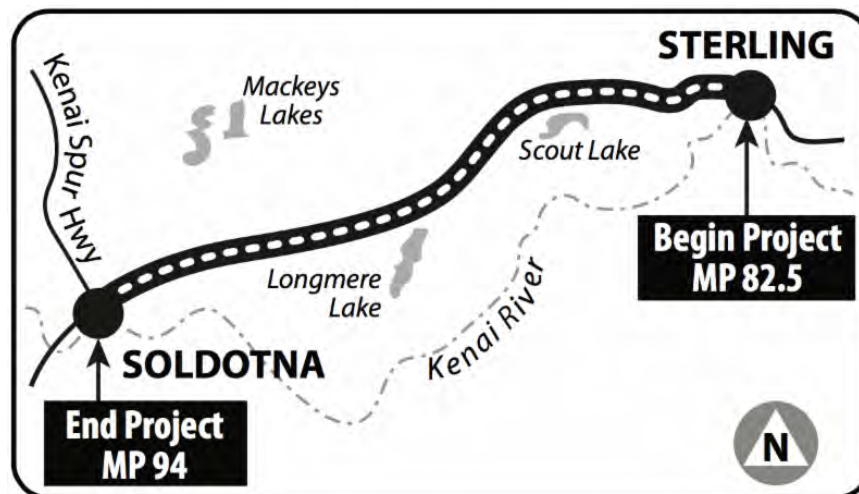
Sterling Highway Safety Corridor Study

Sterling to Soldotna

State Project # Z548300000

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Public Involvement Coordinator

Anne Brooks

Brooks & Associates


Tel: [1-907-272-1877](tel:1-907-272-1877)

Email: comments.brooksalaska@gmail.com

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State of Alaska Online Notice Sterling Highway Safety Corridor Study - Sterling to Soldotna State Project # Z548300000

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Brooks & Associates

Toll Free Phone: 866-535-1877

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[Attachments, History, Details](#)

Attachments

None

Revision History

Created 1/15/2016 4:32:44 PM by SHWhistler

Details

Department: Transportation and Public Facilities

Category: Public Notices

Sub-Category:

Location(s): Central Region, Kenai

Project/Regulation #:

Publish Date: 1/15/2016

Archive Date: 1/29/2016

Events/Deadlines:



Anne Brooks <comments.brooksalaska@gmail.com>

Sterling Highway Safety

Anne Brooks <comments.brooksalaska@gmail.com>

Mon, Feb 22, 2016 at 4:15 PM

To: Ric Plate <ricplate@gmail.com>

Cc: Dennis Linnell <dlinnell@hdlalaska.com>, Kelly Petersen <kelly.petersen@alaska.gov>, "Heather A. Campfield" <hcampfield@hdlalaska.com>, Alvin Talbert <alvin.talbert@alaska.gov>

We appreciate that you agree with the preferred alternative. Our analysis shows it to be the safest solution for the corridor. In response to your question as to whether the design includes right turn lanes at driveways and side roads so the traffic on the highway will not have to slow down for the turning vehicles, the answer is that the intersections with heaviest turn volumes are shown to have right turn lanes at this time. In our experience as the project moves through the design process this may change as traffic changes may warrant other right turn lanes in the future. We rarely provide right turn lanes for driveways unless they are particularly high volume.

We are including the separate bike/walkway in the project. Its location will depend on the availability of right-of-way.

The ultimate goal of the DOT&PF and the project is to remove the Safety Corridor Designation when the improvements are in place.

Access points or median openings are spaced every 1/2 mile. The most you will have to travel out of direction is one mile.

Thanks for your list of side-road intersections.

No street lights are planned at this time. However, as we mentioned before, should traffic change during detailed design and warrant traffic signals, they will be considered.

There is no plan at this time to reduce the speed limit on the highway.

Camden Yehle
Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508
E-mail: comments.brooksalaska@gmail.com
Tel: 907-272-1877
Toll Free: 866-535-1877

On Mon, Jan 18, 2016 at 8:47 AM, BA Comments (gmail) <comments.brooksalaska@gmail.com> wrote:

Ric — Thanks for your email. I'll work with the team to get responses to your questions. Expect a response by early next week.

Anne

M. Anne Brooks P.E.
Public Involvement Specialist
Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508
E-mail: comments.brooksalaska@gmail.com
Toll Free: 866-535-1877

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Anne,

Sorry I will miss you again. It seems that every time you hold a meeting I am out of town.

1. I think I agree with you that Alternative A (4-lane, divided with depressed median) is the best alternative. The question I have is for people turning off the road to their driveways and side roads; will they have right turn lanes so the traffic on the highway won't have to slow down for them to turn?
2. I strongly believe there should be a separate bike/walking pathway from Sterling to Soldotna. Frequently there are people riding or walking on the shoulders along the existing highway; a hazardous situation.
3. When the road is upgraded the "Safety Corridor" designation should be removed. Most of the public feel the reason for the designation is not as much about safety but it is more government control.
4. I assume there will be enough access/exit locations so we won't have to drive a long way before we can turn towards Soldotna (in the case of accessing from the south side of the Sterling highway) and that the main side roads will have access/exits unto the Sterling Highway. I really don't want to drive 4-5+ miles in the wrong direction before I can turn around and go the right direction.
5. I think the side road intersections should be at least these locations:
 - a. Grandview Drive
 - b. Swanson River Road/Scout Lake Loop East
 - c. Scout Lake Loop West
 - d. Evergreen Drive
 - e. Robinson Loop West
 - f. Deville Road
 - g. Forest Lane/Jim Dahler Road

- h. Schultz Street
- i. Pine Street
- j. Boundary Street
- k. Mackey Lane Road,
- l. Kleeb/Turnbuckle Terrace
- m. Possibly at On Par Lane too

6. During the summer months the traffic can be nearly bumper-to-bumper, non-stop. Is there a provision for creating breaks in the traffic so we can access the Sterling Highway, such as any street lights?

7. I really hope that DOT doesn't reduce the speed limit to 45 mph after they improve the road. I think it should be at least 55 mph.

Thank you for the opportunity to comment.

Ric Plate

Reminder: Sterling Highway Safety Corridor Study - Open House, January 28

Anne Brooks <anne.brooksalaska@gmail.com>
Reply-To: comments.brooksalaska@gmail.com
To: camden.brooksalaska@gmail.com

Wed, Jan 27, 2016 at 8:03 AM



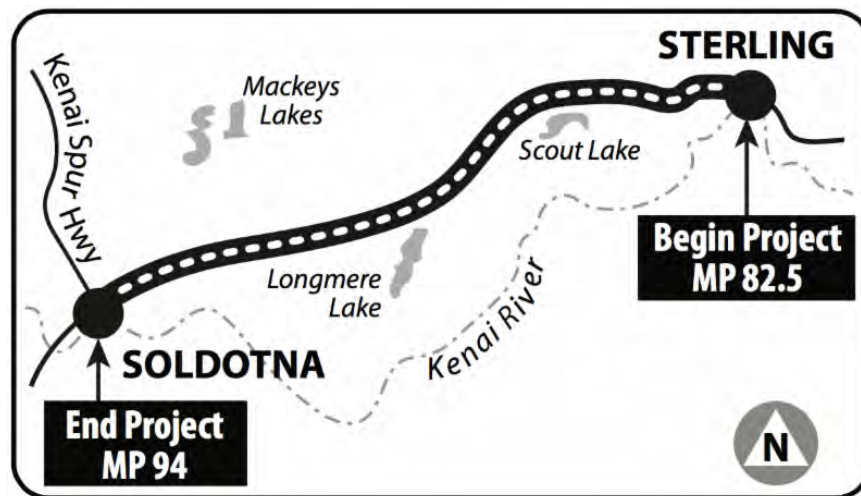
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Stop by anytime between 4 and 7 p.m.

**Where: Kenai Peninsula Borough Assembly Chambers,
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How much is this project going to cost

How are the ^{costs} expenses of this project going to be paid

What is the source of the funding

Has the money already been appropriated

The traffic does not warrant it

Every time there is a road project, we lose more trees

Tourists come here for the fishing, the scenery and the wildlife that is uniquely Alaskan. They don't come to see superhighways. They can see those at home

We like here because we like the surroundings. That all changes when you bring in a 4-lane highway. 20160128^{CS} Anon V2

What about the people who
have to cross the road to get
their mail

Businesses along the highway
have their parking lots in
front of their shops. How will
this impact them

Who made this decision

Do they live here

What do you mean by
preferred alternative.
Preferred ^{to} what

20160128 as Anon 2/2

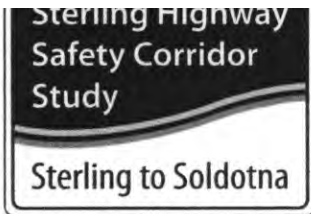
Sterling Highway Safety Corridor Study

Safety in making left turn onto Sterling Hwy

If the Sterling Highway is made 4 lanes from Soldotna to Sterling, safety must be provided for drivers making a left turn onto the Sterling Highway from a side street such as Scout Lake Loop road at the Scout Lake or from Panaramic. A solution may be to have Sterling Highway divided with a space between the east bound and west bound lanes wide enough so that the car making the left turn can go across the east bound lanes and wait in the space that is between the lanes until it can go on and turn left onto the west bound lanes.

With 4 lanes of traffic going, especially in summer when traffic is heavy, it would be difficult for a driver to find a space between the cars on all 4 lanes to make the left turn safely.

20160128cs Anon2



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <i>Rueben Gilaves</i>	
Street Address or PO Box	
City, State, Zip	
Email <i>Rgilaves2001@gmail.com</i>	Phone

Your comments:

Road grators are used for snow removal in winter and will need good access + turn around space.

Some concern on Semi-Trucks (tractor-trailers) accessing side roads and making North or southbound turns with traffic flow.

A lot of people currently use snowmachine/4wheeler/walking trail along the highway would be good for people to keep

How did you hear about the open house? *th.3 access*

Radio + flyer

We welcome your input. Please send written comments:



Mail

Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

Call

Alaska Relay
TTY 800-770-8973 or
Toll Free: 1-866-535-1877

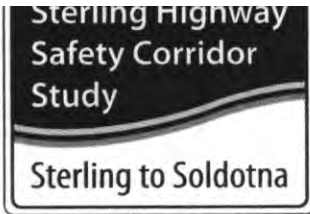


Email

comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com

7.016012RCS Gilaves



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name Cheryl Hammarstrom	
Street Address or PO Box 38255 Evergreen Dr.	
City, State, Zip Sterling, AK 99672	
Email on file	Phone

Your comments:

Our road intersection to turn off or on the Sterling Hwy. should be illuminated. It is on a small hill and is not seen from a distance by on coming drivers. This would help them be aware an intersection is coming like what is at Robinson Loop now.

How did you hear about the open house?

Mail

We welcome your input. Please send written comments:



Mail

Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call

Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877



Email

comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com

20150128cc Hammarstrom



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <u>Hensley</u>	
Street Address or PO Box <u>309103 Beau Circle</u>	
City, State, Zip <u>Soldotna, AK 99669</u>	
Email <u>fehbra@febrahensley.com</u>	Phone <u>308-7173</u>

Your comments:

Do NOT want DOT or Borough to take ground from the 8 lots next to Beau Circle / Whisper Lake. will effect the lake and habitat.

Need turn directly onto ~~the~~ Nina Robinson. Too many families shuffling, kids driving, campooling and elderly. Driving past our road up to Robinson loop to turn is not safe. Need direct access to remain on Nina Robinson.

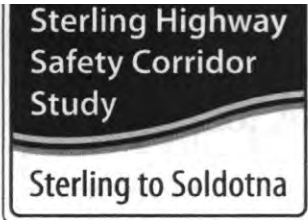
How did you hear about the open house?
neighbor received mail invitation

We welcome your input. Please send written comments:

<p>Mail Brooks & Associates Attn: Sterling Highway Safety Corridor Study 1704 Rogers Park Court Anchorage, AK 99508</p>	<p>Call Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877</p>
--	---

Email
comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com
20160128cs Hensley



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <i>Yi Hui Hu, owner Golden International Restaurant</i>	
Street Address or PO Box <i>PO Box 3099 Dr Jerry Hu property owner</i>	
City, State, Zip <i>Soldotna, AK 99669</i>	
Email <i>drjerryhu@gmail.com</i>	Phone <i>cell (907) 252-0693</i>
Your comments: <i>Restaurant phone (907) 262-7862</i>	

Please see the attached letter.

Our Business will have a detrimental impact if there is no stop light allowing customers to turn into the parking lot going outbound (north) from Soldotna. IF they drive North for miles to make a U-turn in order to eat at our establishment, they

How did you hear about the open house? *Won't bother coming. Please make speed limit to 45mph in area.*

We welcome your input. Please send written comments: *too many accidents.*

Mail
Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

Call *Thany*
Alaska Relay
TTY 800-770-8973 or
Toll Free: 1-866-535-1877

Email
comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com

January 28, 2016

From Golden International Restaurant, ASIAN Cuisine

Mile 91.5 Sterling Highway

Soldotna, AK 99669

907-262-7862

Dear Kenai Peninsula Borough,

We have been in business on the peninsula for over 35 years. This restaurant has been here for generations, and the manner in which you are designing the four lane highway for Sterling Highway will SIGNIFICANTLY and DETRIMENTALLY impact our restaurant's business if you do not allow for a stop light at our restaurant. That means, if left with your proposed plan, customers northbound from Soldotna, will have to drive ALL the way to FOREST LANE and make a U –turn to reach our restaurants parking lot. This is very, very harmful to our business and does NOT make sound sense.

Please place a stop light, which would allow for customers to turn into our business.

Thank you,


Yihui Hu, Owner of Golden International Restaurant

Property Owner Jerry C. Hu, N/AJ
20160128csHu 2/2



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <i>Dale C. Lundell</i>	
Street Address or PO Box <i>P.O. Box 313</i>	
City, State, Zip <i>Soldotna, Alaska 99669</i>	
Email <i>lundell@alaska.net</i>	Phone <i>907.262.5947</i>

Your comments:

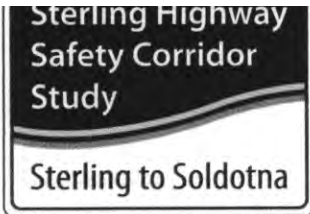
CAN'T WAIT TO SEE THIS HAPPEN!

How did you hear about the open house? *by: e-mail*

We welcome your input. Please send written comments:

Mail Brooks & Associates Attn: Sterling Highway Safety Corridor Study 1704 Rogers Park Court Anchorage, AK 99508	Call Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877
Email comments.brooksalaska@gmail.com	

Project Website: www.sterlinghwy.com
2016.01.28 -- Dale Lundell



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <i>RYAN NELSON</i>	
Street Address or PO Box <i>35242 Hager Blvd</i>	
City, State, Zip <i>Soldotna</i>	
Email <i>coleryan93@hotmail.com</i>	Phone

Your comments:

- Need illumination on ALL PAVED CROSS ROADS intersections such as St. Therese's Road

- U-TURNS will be difficult for Big motor Homes Towing Car or Boat Gonna cause traffic jams for those inexperienced with such a task.

How did you hear about the open house? *Email.*

We welcome your input. Please send written comments:

Mail
 Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call
 Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877

Email
 comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <i>John Oberts</i>	
Street Address or PO Box <i>28730 Husky Ave</i>	
City, State, Zip <i>Sterling AK 99672</i>	
Email	Phone

Your comments:

Any improvements on The Bad Intersections Mackey Lake Rd - Forest Ln - Jim Dalher would be appreciated - good Luck with The sinking Highway before big Johns signs by your new flashing speed signs that state it is unlawful to cause 5 cars to backed up by you - get rid of the rumble strip at least on The shoulder

How did you hear about the open house?

We welcome your input. Please send written comments:

Mail Brooks & Associates Attn: Sterling Highway Safety Corridor Study 1704 Rogers Park Court Anchorage, AK 99508	Call Alaska Relay TTY 800-770-8973 or Toll Free: 1-866-535-1877
Email comments.brooksalaska@gmail.com	

Project Website: www.sterlinghwy.com



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <i>Jack and Cheryl Page</i>	
Street Address or PO Box <i>36885 Bean Cr</i>	
City, State, Zip <i>Soldotna AK 99669</i>	
Email <i>jebb@ptialaska.net</i>	Phone <i>907-398-6116</i> <small>Do not share info</small>

Your comments:

Would like to be able to turn left on Nina Robinson at is across from Panoramic.

Would like rumble strips removed - Trucks use Jake brake + hit strips mile 88 - noisy at night. Truck traffic seems heavier mile 88

Do not want D.O.T. or Borough to take gravel from the 8 lots next to Bean Cr. Will effect the lake - to close. Whisper

How did you hear about the open house?

by mail - invitation

We welcome your input. Please send written comments:



Mail

Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

Call

Alaska Relay
TTY 800-770-8973 or
Toll Free: 1-866-535-1877

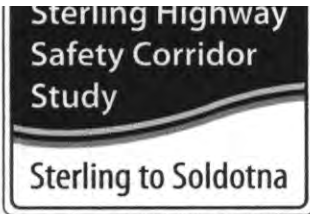


Email

comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com

2.01.10.12.00.00 Page



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name	Hans Rinke	
Street Address or PO Box	111 State of Alaska - Div of Forestry	
City, State, Zip	Soldotna	
Email	Hans.Rinke@alaska.gov	Phone

Your comments:

- 70-250 needs a Intersection,
 the Division of Forestry max Employee
 in Excess of 60 people per day.
 * this is a State of Alaska Agency *
 In addition this is an emergency
 operation Agency -
 * Please call - Hans Rinke - 907-260-4210

How did you hear about the open house?

We welcome your input. Please send written comments:



Mail

Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call

Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877



Email

comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <u>Michele Turner</u>	
Street Address or PO Box <u>35355 Scout Lake Rd.</u>	
City, State, Zip <u>Sterling, AK 99672</u>	
Email <u>mturner@gmail.com</u>	Phone <u>394-3948</u>

Your comments:

Really like the proposed plans to the Sterling Hwy.
I am a resident in Sterling & work in Soldotna. I drive the highway everyday and know improvements are greatly needed.
Thank you!

How did you hear about the open house?

Radio & I work in the clerk's office.

We welcome your input. Please send written comments:



Mail

Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

Call

Alaska Relay
TTY 800-770-8973 or
Toll Free: 1-866-535-1877

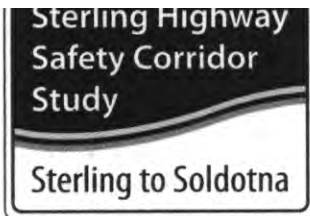


Email

comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com

20160128 cc Turner



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <i>Kaitlin Vadla</i>	
Street Address or PO Box <i>399 W. Riverview Ave.</i>	
City, State, Zip <i>Soldotna, AK 99669</i>	
Email <i>kaitlinvadla@gmail.com</i>	Phone <i>(907) 252-6525</i>

Your comments:

I live and work (and drive and cycle) in Soldotna & surrounding communities. For public safety + quality of life, I'm happy to hear a multi-use trail is planned in conjunction of this highway improvement project. The multi-use trail between Kenai - Soldotna gets lots of use, keeps people (pedestrians + cyclists) safe, + adds a lot to our recreation + exercise opportunities in this community. I hope a pathway for this project is well offset from the highway with a fair amount of greenspace between path + hwy. The worst paths (along K-Beach) are right next to the thru shoulder. The best have a buffer (some landscaping) between
How did you hear about the open house? *people + cars. Thank you!*

Word of Mouth

We welcome your input. Please send written comments:



Mail

Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call

Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877



Email

comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com

20160128cc Vadla



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name Walter H. Ward	
Street Address or PO Box P.O. Box 298	
City, State, Zip Soldotna, AK 99669	
Email wward@alaska.net	Phone (907) 262-3106

Your comments:

Speed Limit should be reduced to 45mph from Isbell St. (Mile 91 + 1/2) to Soldotna (lots of businesses & turning vehicles)

"Realign" so that Mayoni Street & Beacon Hill Street line up to allow a median opening intersection (@ 1/4 mile spacing) (lots of businesses between Mile 91 and Boundary Street)

Traffic Light is desperately needed at Mackey Lake Road (and a south bound right-hand turn lane would help also)

The bike lane should be separated from the roadway wherever possible to increase safety factor.

How did you hear about the open house?

ad in newspaper (clarion, I think)

We welcome your input. Please send written comments:



Mail

Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

Call

Alaska Relay
TTY 800-770-8973 or
Toll Free: 1-866-535-1877



Email

comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com



Sterling Highway Safety

BA Comments <comments.brooksalaska@gmail.com>

Wed, Feb 10, 2016 at 1:46 PM

To: "Robert A. Penland" <penland@alaska.net>

Cc: Kelly Petersen <kelly.petersen@alaska.gov>, Dennis Linnell <dlinnell@hdlalaska.com>, "Heather A. Campfield" <hcampfield@hdlalaska.com>

Bcc: comments.brooksalaska@gmail.com

Thank you for your comments regarding your preferred configuration for the Sterling Highway between Sterling and Soldotna. I have noted that you support a 4-lane undivided highway with turn lanes at intersections, or a 4-lane undivided highway with a center turn lane.

Let me explain our choice of a 4 lane divided facility with a depressed median.

First of all, I realize that this configuration with median breaks and separate left turn lanes positioned every ½ mile reduces the ability to access properties fronting the highway due to the resulting restriction in left turns. For a driveway or side street located just beyond one of the proposed median openings, a driver could travel up to an additional mile to access their property.

As you know, this portion of the Sterling Highway has been designated as a Traffic Safety Corridor (TSC) in 2009 due to the higher crash rates and crash severity experienced in this corridor when compared to other similar roadways in the State. When compared to statewide averages, crashes involving vehicles impacting head-on are statistically significant along the study corridor.

It is one of 4 such corridors in Alaska including the Seward Highway south of Anchorage, the Parks Highway between Wasilla and Big Lake and Knik/Goose Bay Road south of Wasilla. This designation is intended as an interim solution until roadway improvements can be made to address the crash type and severity being experienced on the designated roadway and/or segment.

A safety corridor study was prepared in 2008 which outlined the predominant crash types experienced in this corridor. Crash data evaluated as part of this study revealed that 29 fatal crashes have occurred from 1977 to 2006. Nearly 67% of the fatal collisions on the Sterling Highway are head on and are, therefore significantly over represented when compared with statewide data which shows that approximately 16% of fatal crashes involve vehicles colliding head-on.

A more recent crash analysis prepared as part of the current Sterling Highway Safety Corridor project found that 12 fatal crashes occurred from 2000-2012 resulting in 15 deaths and 9 major injuries. Ten of the crashes involved vehicles striking head on and two of the crashes involved a left turning vehicle. This translates into a fatal accident rate (fatalities per 100,000,000 vehicle-miles) between Moose River and Kenai Spur Highway of 3.28, considerably higher than the Statewide Fatal Accident Rate (1.60) and the National Fatal Accident Rate (1.37).

Another head-on fatal crash occurred near milepost 90 on January 25, 2016 resulting in the death of a 19 year old woman.

As head-on type crashes are the leading cause of death in this corridor, mitigation strategies to address head on crashes were considered to be of primary importance. Median configurations evaluated included:

- Install depressed median to provide separation between opposing traffic.
- Install median barrier (concrete, metal, etc.) to achieve physical separation.
- Install continuous center two-way left turn lane (TWLTL) to provide separation between opposing traffic.

Our analysis of five different roadway median configuration options show that the divided highway option with a 30 foot depressed median will reduce head-on fatal and injury crashes by 90% versus 14% for an undivided roadway

or a roadway with a TWLTL. These values are based on several national studies concerning the effectiveness of various median configurations on head-on crashes.

Although the proposed depressed median configuration is less convenient in terms of left turn access than other possible configurations, this option mitigates the largest number of fatal crashes on the corridor, a goal everyone familiar with this corridor shares.

Anne Brooks, P.E., Public Involvement Specialist
Brooks & Associates
Email: comments.brooksalaska@gmail.com
Tel: 907-272-1877
Toll Free Tel: 866-535-1877

On Jan 28, 2016, at 1:21 AM, Robert A. Penland <penland@alaska.net> wrote:

Unfortunately we will be unable to attend the subject meeting today.

We wish to go on record as emphatically opposed to the proposed alternative for this project. We are opposed to any variant of a divided highway.

We formerly posted our preference to a DOT site that had a map where commenters could pin comments. I cannot locate this site any longer but there were a substantial number of comments by stakeholders along the proposed project in opposition to a divided highway. I do not recall any consensus by KPB residents for a divided highway.

We support a 4-lane undivided highway with turn lanes at intersections, OR a 4-lane undivided highway with a center turn lane.

Robert & Diane Penland
PO Box 2019
Soldotna, AK 99669

Physical residence: 40435 Sterling Highway
Owners, lots 3,4,5,6 Bergsrud Sub.

Mile 83.5 Sterling Hwy
PO Box 15
Sterling, AK 99672



(907) 262-7225 Fax
sterlingcommunityclub@live.com
www.sterlingcommunityclub.com

To: State of Alaska DOT
Subject: Sterling Highway Upgrade Sterling to Soldotna

January 28, 2016

The Sterling Community Center held several public meetings in the past few months to discuss the Sterling Highway upgrades from Sterling to Soldotna. Safety and access to and from the highway are the most talked about items at these meetings. Safety is our number one issue concerns for kids that frequent the highway system without crosswalks, lighting and a trail system. Large vehicles using the community center and school parking areas to access the highway is also a concern. Other concerns are having emergency vehicle, business and residential access to and from the highway.

In June, The Sterling Community Center recommended a five lane highway with left lane curbs at major intersections, raised medians where they do not obstruct business or residential access to and from the highway, better school zone flashing lights that are bright and are not obstructed by other objects along the highway, crosswalks at Swanson River Road and Scout Lake Road, LED lighting or another type of lighting that is cost effective to operate. We also recommended a speed limit of no more than 50 mph in high use areas.

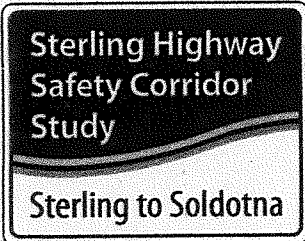
In June 2014, and at prior meetings, the community weighed in with several concerns and suggestions. Improved lighting was the #1 concern and was met with a response that even if the lights were installed, they would not be energized due to budget restrictions. Have LED and Solar alternatives been reviewed and what were the findings? Other suggestions were to reduce the speed limit along with the suggestions we mentioned in the paragraphs above. Also mentioned was the highway portion in Turnagain Pass where center depressed medians were removed and replaced with improved turn lanes. The question still remains, why did the State change this option and if it didn't work in Turnagain Pass, why are you recommending it in our corridor? Also, how were the community's other concerns addressed in the current design?

Thank you,

Bob Oakes by Debbie Olman
Bob Oakes, president
Sterling Community Center
Treasurer

Cc:
Citizens for a Safe Highway
Sterling News Letter
Sterling Senior Center
Soldotna Chamber of Commerce
Representative Chinault
Representative Olson
Assemblyman Wells
Senator Micciche
Mayor Navarre
Mayor Anderson

*20160128 ltr Oakes (Sterling Community Ctr)
delivered at 1/28/16 meeting*



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <i>Ted McKenney</i>	
Street Address or PO Box <i>36251 Solid Rock Rd. #1</i>	
City, State, Zip <i>Soldotna, Alaska 99669</i>	
Email <i>tedmck@alaska.net</i>	Phone <i>907-262-4741</i>

Your comments:

When you present your plan as "the preferred alternative" it is a logical fallacy, preferred by who, based on what input. As I attended your open house I couldn't find one person who preferred it, a divided highway with a depressed median is used in extremely rural areas ~~and~~ with limited access. The sterling highway has developed

How did you hear about the open house?

We welcome your input. Please send written comments:



Mail

Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call

Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877



Email

comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com

20160129cs McKenney 1/2

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



Brooks & Associates
Attn: Sterling Highway Safety Corridor Study
1704 Rogers Park Court
Anchorage, AK 99508

(To mail, fold here, tape lower edge, and affix first class stamp)

Comments continued:

with high access. So the answer is extensive frontage roads. But this raises the ~~cost~~ cost incredibly, so a better (preferred) option is a five lane road with left turn lanes and a reduced speed either from Sterling or ^{the} west end of Robinson loop. I work at Solid Rock Bible Camp your solution there shows you haven't done your homework. It does not account for peak usage (up to 100 cars per hour) plus buses + tractor trailers. Please evaluate carefully your solutions because we will have to live with them for a long time.



Anne Brooks <comments.brooksalaska@gmail.com>

Sterling Highway Corridor Safety Study

BA Comments <comments.brooksalaska@gmail.com>

Fri, Jan 29, 2016 at 9:00 AM

To: Dennis Linnell <dlinnell@hdlalaska.com>, "Carita A. Backman" <cbackman@hdlalaska.com>, Kelly Petersen <kelly.petersen@alaska.gov>, Alvin Talbert <alvin.talbert@alaska.gov>

Cc: "Heather A. Campfield" <hcampfield@hdlalaska.com>

Bcc: comments.brooksalaska@gmail.com

I received a call from Lou Andreis ([907-388-5004](tel:907-388-5004)/landreis@gci.net), a property owner in our project area. She had two questions and a request.

Would the project require right of way acquisition from her parcel?
Could the DOT deny them access to their lot?
Please accommodate a future driveway to her property.

I've attached the Kenai Peninsula Borough GIS information for the lot. I remember talking to her earlier in the project. When the road was improved years ago, no driveway was identified and it sounds like there is quite a elevation difference between the highway and her property. I told her that the only time a driveway would be denied was if the highway had full controlled access which was not the case on this portion of the Sterling Highway. I said she would have to apply for a driveway permit.

I told her I would get back to her about right of way needs for the project. I also explained that the next phase of the project, design, would provide additional opportunities to comment on the project.

I've also attached our other communication with her on this project.


From a review of the PER, I don't believe we have a ROW impact to the lot, but wanted to confirm with Dennis and Carita before I responded officially.

Thanks,

Anne Brooks, P.E., Public Involvement Specialist
Brooks & Associates
Email: comments.brooksalaska@gmail.com
Tel: [907-272-1877](tel:907-272-1877)
Toll Free Tel: [866-535-1877](tel:866-535-1877)

2 attachments

 **20140628emTeamtoAndreis.pdf**
735K

 **doc20160129084307.pdf**
380K



Kenai Peninsula Borough

Assessing Department
144 N. Binkley Street
Soldotna AK 99669

Jan 28 2016 8:13PM

General Information

ANDREIS ARTHUR J & LOU E PO BOX 58372 FAIRBANKS, AK 99711-0372	Property ID 05932302 Address Document / Book Page Acreage 5.5000
---	---

Owners

Property ID	Display Name	Address
05932302	ANDREIS ARTHUR J & LOU E	PO BOX 58372

Legal Description

Description
T 5N R 10W SEC 27 Seward Meridian KN EAST 209.18 FT OF WEST 596.16 FT OF NW1/4 NE1/4 LYING NORTH OF NORTH LINE OF STERLING HWY ACREAGE INCLUDES PORTION IN HWY ROW

Value History

Year	Reason	Assessed		Total
		Land	Structures	
2015	Main Roll Certification	\$107,600	\$0	\$107,600
2014	Main Roll Certification	\$107,600	\$0	\$107,600
2013	Main Roll Certification	\$110,700	\$0	\$110,700
2012	Main Roll Certification	\$110,700	\$0	\$110,700
2011	Main Roll Certification	\$110,700	\$0	\$110,700
2010	Main Roll Certification	\$113,500	\$0	\$113,500
2009	Main Roll Certification	\$113,500	\$0	\$113,500
2008	Main Roll Certification	\$113,500	\$0	\$113,500
2007	Main Roll Certification	\$113,500	\$0	\$113,500
2006	Main Roll Certification	\$60,600	\$0	\$60,600
2005	Main Roll Certification	\$60,600	\$0	\$60,600
2004	Main Roll Certification	\$48,500	\$0	\$48,500
2003	Main Roll Certification	\$48,500	\$0	\$48,500
2002	Main Roll Certification	\$48,500	\$0	\$48,500
2001	Main Roll Certification	\$48,500	\$0	\$48,500

Land Details

Primary Use	Land Type	Acres	Eff Frontage	Eff Depth	Asd Value
	Commercial A	2.7500	0.00	0.00	\$97,800
	Commercial U	2.7500	0.00	0.00	\$9,800



Anne Brooks <comments.brooksalaska@gmail.com>

Sterling Highway Safety Corridor Study

BA Comments <comments.brooksalaska@gmail.com>

Sat, Jun 28, 2014 at 10:42 AM

To: landreis@gci.net

Cc: Dennis Linnell <dlinnell@hdlalaska.com>, Cynthia Ferguson <cynthia.ferguson@alaska.gov>, Heather Campfield <hcampfield@hdlalaska.com>

Lou and Arthur Andreis (907-388-5004)—As you requested when we spoke on the telephone Tuesday, I've attached graphics showing your property in relation to the Sterling Highway. The graphics were printed out of the Geographic Information System (GIS) from the Kenai Peninsula Borough. It shows the highway right of way on one side and the section line easement on the other. I requested a copy of a plat, however, the Borough said this was a "non-surveyed plat" and the only thing available is the document attached.

We will document that you are interested in a driveway in our records. We would not get to driveways until the project is in the design phase. You could go through the driveway permit process and request one earlier.

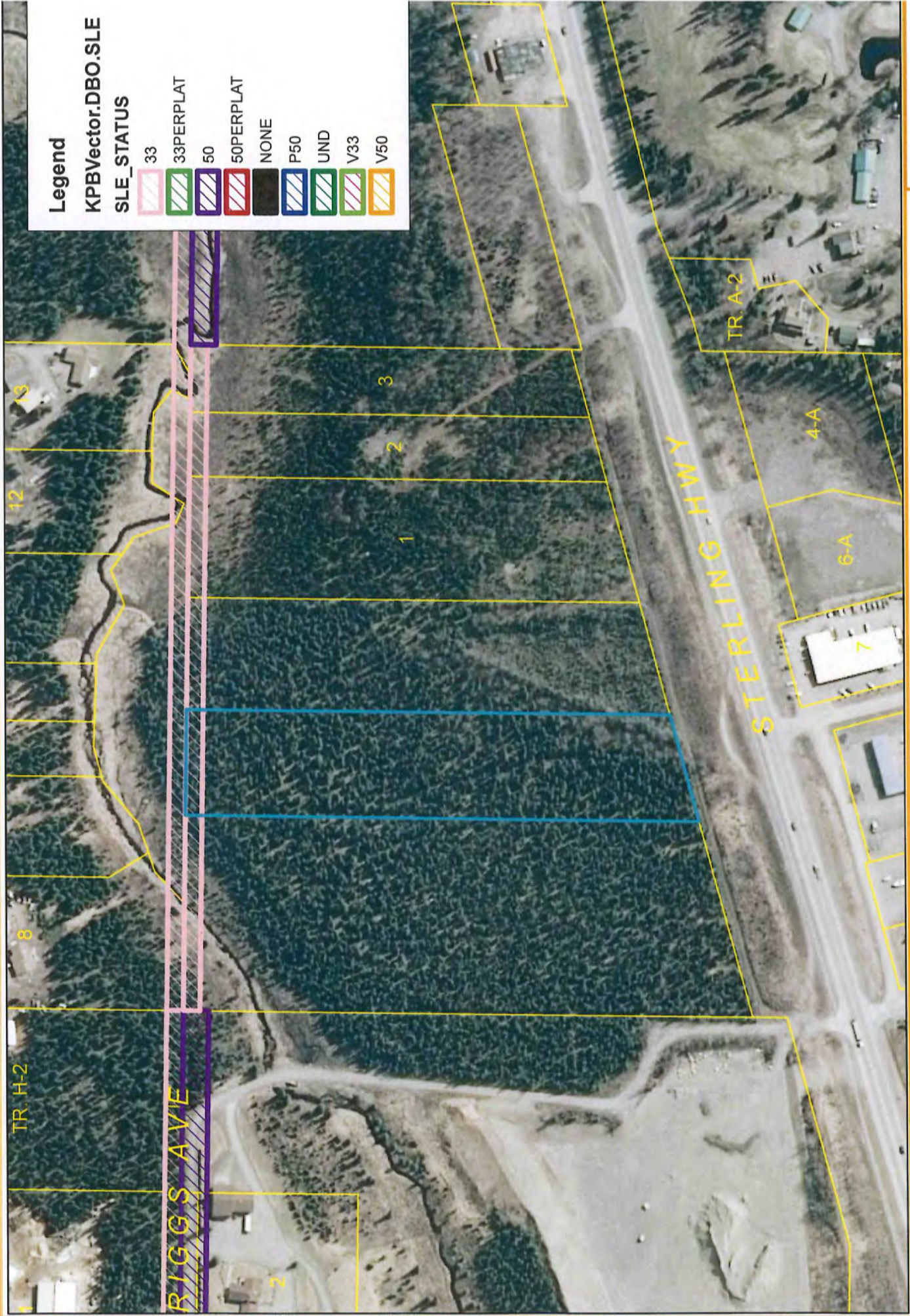
We will add your email address to our contact lists and will keep you posted as the project develops.

Do not hesitate to contact us if you have additional questions or comments on the project.

Anne Brooks, P.E., Public Involvement Specialist
Brooks & Associates
Email: comments.brooksalaska@gmail.com
Tel: 907-272-1877
Toll Free Tel: 866-535-1877

**20140624_Andreis_PropertyInfo.pdf**

569K



Legend

KPBVector.DBO.SLE

SLE_STATUS

- 33
- 33PERPLAT
- 50
- 50PERPLAT
- NONE
- P50
- UND
- V33
- V50



1 inch = 250 feet

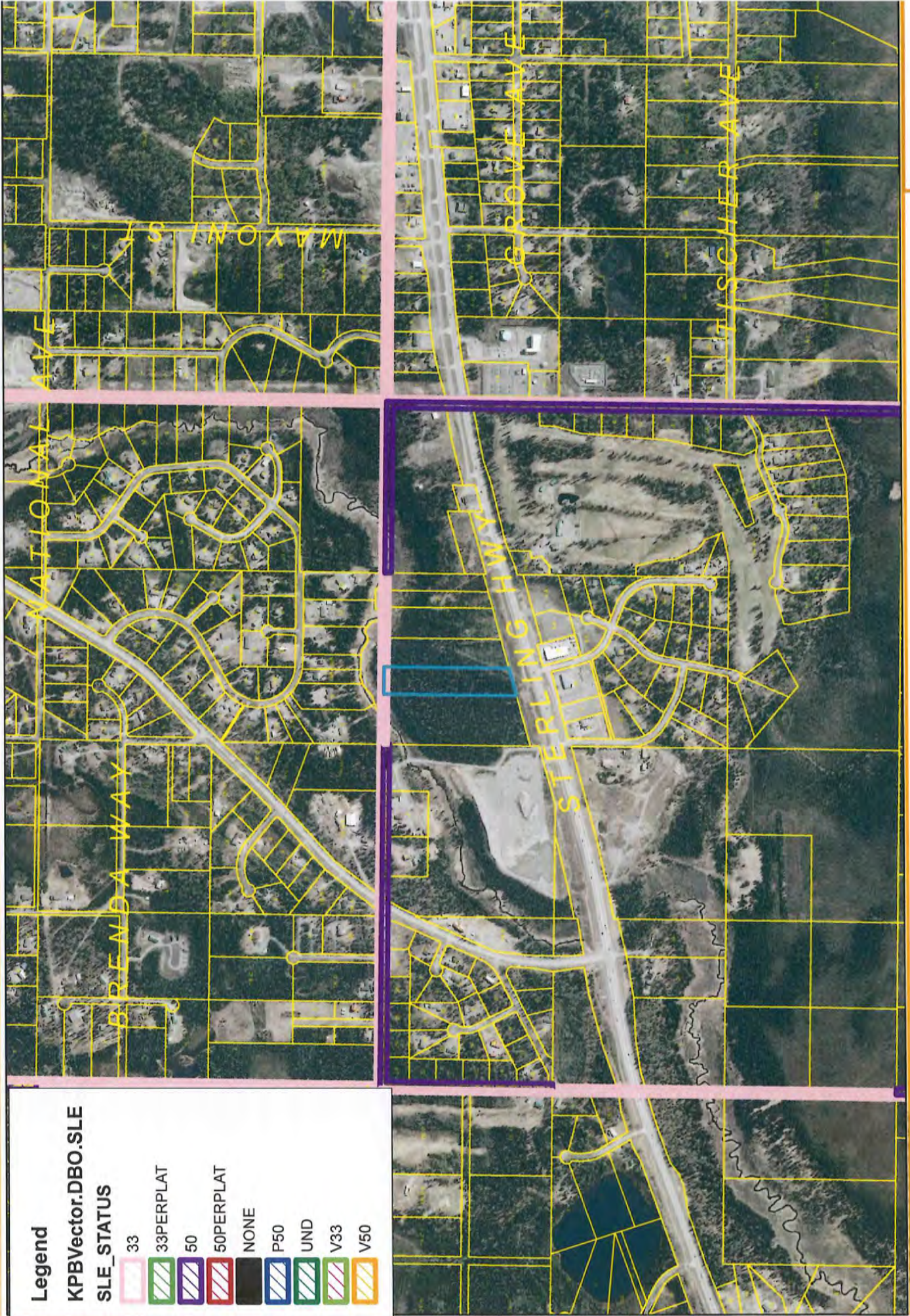


Date: 6/25/2014

2012 SATELLITE IMAGE

The information depicted hereon is for a graphical representation only of best available sources. The Kenai Peninsula Borough assumes no responsibility for any errors on this map.





Legend

KPBVector.DBO.SLE

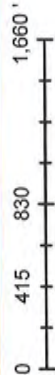
SLE_STATUS

-  33
-  33PERPLAT
-  50
-  50PERPLAT
-  NONE
-  P50
-  UND
-  V33
-  V50

The information depicted hereon is for a graphical representation only of best available sources. The Kenai Peninsula Borough assumes no responsibility for any errors on this map.



1 inch = 970 feet



2012 SATELLITE IMAGE



Date: 6/25/2014

From: Reese, Jill (DOT)
Sent: Tuesday, February 09, 2016 3:03 PM
To: Lesmann, Mike (DOT)
Cc: St Aubin, Joel G (DOT); Kemp, David M (DOT); Morton, Kenneth M (DOT); Amundsen, James (DOT); Petersen, Kelly L (DOT); Dennis R. Linnell (dlinnell@hdalaska.com)
Subject: Sterling Highway Project

Hello Mike:
Hopefully, the info below will give you the material you and Rachel need to answer Mr. Noble's email:

To answer his questions 1 & 2 – Although driveway permits are not permanent easements and are reassessed with any project or property change of use, he will still have both driveways (one that accesses Fairway and one that accesses On Par) after construction is complete. However, the locations of the median openings are conceptual and subject to change (question 3).

Attached is a copy of the plan from the website. It shows a median opening at Fairway Drive. At this time, *in the conceptual plan*, customers approaching or departing his Fairway Drive business will have full right/left turn access and access to/from On Par Lane will be limited to right in/right out only. Customers approaching his On Par Lane business from the east will need to drive to Mackey Lake Road and do a U-turn. Customers leaving his On Par business wishing to head west will need to drive to Fairway Drive and make a U-turn.

The project is still in the environmental phase; there will be many more opportunities for the public to submit comments and speak to the project team in the future throughout the environmental phase and into the design phase. In checking with the public involvement consultant to verify Mr. Nobel's presence on the outreach list, they have his address as noted on his email. If he is out of town much of the time, he might provide a more reliable address or, better, his email address, either to the team or through the website link for notifications to also come that way. There is a button to sign up for the project email list on the project website at http://sterlinghwy.com/public_involvement.htm.

Our consultant verified Mr. Nobel was part of the original mailing list created in June of 2013. He is still on the list and should have received bright yellow postcards for all of the following:

07/22-23/2013 Mobile Meetings, Sterling and Soldotna, approx. 150 participated
12/10/2013 Public Open House, Soldotna, 60 people signed in
06/24/2014 Public Open House, Sterling and Soldotna, 60 people total
01/28/2016 Public Open House, Soldotna, 73 people signed in

Typical outreach for public opportunities to comment includes:

- Alaska Online Public Notice and DOT&PF calendar item
- Email notice and reminder
- Meeting notice to project website
- Postcard mailer to Sterling Highway mailing list that includes residents, businesses, local government and elected officials, tribal entities, utilities, and local media (approx. 3,570 total)
- Peninsula Clarion display advertising

- Public Service Announcement request sent to local radio and television stations: KDLL-FM, KFSE-FM, KKIS-FM, KSLD-AM, KSRM- AM, KWHQ-FM, KPEN-FM and KXBA-FM, GCI Cable

None of these will be of tremendous help if he is not on our email list, is out of town a lot or does not have someone reliably checking his mail.

In any instance, comments about the project can be made at any time via phone, email, mail, map application on the website, and at public events. We do not have any record of Mr. Nobel commenting before now.

If he is interested in seeing a summary of key issues expressed by others in public comments, they can be found in section 2.2 (pages 5-8) of the Final Preliminary Decision Document found on the project's website (under "Documents").

Please let me know if you have questions.

Thanks,

Jill

Jill Reese

Special Assistant to the Regional Director
Media Liaison
State of Alaska Central Region
Department of Transportation & Public Facilities
[907.269.0772](tel:907.269.0772)
PO Box 196900, Anchorage, AK 99519-6900
4111 Aviation Drive, Anchorage, AK

"Keep Alaska Moving through service and infrastructure."

From: Rachel Hanke [<mailto:Rachel.Hanke@akleg.gov>]

Sent: Tuesday, February 02, 2016 10:22 AM

To: Lesmann, Mike (DOT)

Subject: Sterling Highway Project

Mike,

Here is the email I received from Mr. Noble. If you could help me with some information I would greatly appreciate it. I will let him know it will take time so no rush.

Thank you!

Rachel Hanke
Legislative Aide
Office of Senator Micciche
Phone: 465-2828

Hi Rachel,

First off, let me say thanks for helping out with this....It may need to get elevated above your pay grade, but I hope not...

Now that I have been in touch with Joselyn Biloon (DOT regional planner), I at least have access to the preliminary engineering plans on the website...

I want to reiterate that in my opinion they have done an abysmal job with their public outreach and in particular, the small businesses that are in operation along the hiway..I received one flyer in the mail 2 or 3 years ago about an open house but was unable to go because I was working on a fire at the time they held the open house..many months later I contacted the local DOT about what was going on and they said " pretty much nothing" and that I could talk to the city of soldotna..I talked to the engineer at soldotna and he said the state was studying several options but they were not even close to making a decision and that there would be all kinds of opportunity to weigh in as they got closer...I made those calls sometime in late 2013 or early 2014...

I did not receive any notice about this latest open house from DOT, or anyone affiliated with them..Instead I got a call from a guy who works for me at the carwash, asking if I knew about it. He lives and works up at Solid rock bible camp and they had received a flyer.. I am out of state for several months this winter, so I asked this employee to go to the open house for me...He did and he was UNABLE TO GET A SINGLE QUESTION ANSWERED, and none of the officials present even bothered to ask about my contact information....

I don't see any meaningful address to the potential economic impacts on businesses such as mine in their preliminary engineering...How hard would it be for DOT to have a list of current business owners (there are not that many) and make sure they had been contacted and any issues/concerns noted ????

I have to say this, and I would like the Senator to see it...

----I hear politicians always talk about how great small businesses are--" backbone of the country" "we need to support them" and on and on....but then there is reality ---

1) hi taxes (on my park and sell lot I pay out around 50 cents on the dollar made in taxes after income tax, small business tax , property tax, and sales tax are added up)

2) impacts from local, state and federal government agencies, who all so often impose their agendas with very little regard or concern to how they impact the small business community.. I consider DOT's lack of outreach to me as a business owner a perfect example of this..

3) I would be glad to share with the senator more detail on this particular subject matter and methods/ways to improve it..That is, if he is interested in what I have to say....

OK, with that out of the way, I think we can focus on getting a few specific questions answers in detail from DOT.

1) I own lot 2, block 2 fairway estates sub..It is a 1 acre lot that lies between fairway drive and On par lane.I operate a seasonal park and sell business on it for 6 months of the year..Access is via the hiway ROW, coming in from On par lane I pursued and received from DOT, a formal ROW access permit in writing, before I bought the lot (approx. 2002).Is that access still going to continue once the hiway upgrades are completed ? If not, how will DOT ensure that I have access? Please note that before I bought the property, I contacted DOT about putting in a dedicated driveway from the hiway, but they preferred that I use On par lane and the ROW..thus the permit

2) I own lot 1A, block 2 fairway estates sub....NOTE (it is INCORRECTLY shown on the engineering as 2 lots...it was previously lots 1 and 2, but I had the lot line vacated in 1999 and it is now a 2 acre parcel platted as lot 1A) HOWEVER----when I bought lots 1 and 2 in 1995, I also secured a driveway permit from DOT to access what was then lot 2 from fairway drive..I use this access for the vehicles going to my laundrymat that I added onto the carwash in 1999...So same question as above..will this access still be available? if not, how am I supposed to access that entrance? Has DOT reviewed my permits for ROW access to these lots....do they even know they provided permits?

3) the preliminary engineering on the website shows 2-way access (both sides) from fairway drive, but my employee that went to the open house said the map put up at the open house showed the 2-way access from Onpar lane ..WHICH IS IT? if it has been changed to Onpar lane, does DOT have any sense of

the economic loss I would take from customers not being able enter/leave my carwash/laundry.?...believe me when I say it could be a business death sentence.....might as well just shoot me now.....but as we all know DOT doesn't care and doesn't want to know what those impacts are...THAT IS A FACT, AS EVIDENCED BY LACK OF ANY ECONOMIC IMPACT STUDY...

To Conclude.

Yes, the hiway needs improvements for both safety and efficiency...Has the DOT done a professional and thorough examination of the options ? not even close in my opinion..I wonder how much of their decision on plan "A" is due to federal funding MANDATING certain design criteria (my employee that went to the open house spoke to a lady that he thought was the incoming project leader and the only things she would talk about were safety and FUNDING) So....if we are stuck with this split lane with depressed median plan then in my opinion DOT better be doing a whole lot more to identify and try to mitigate potential economic hardship to businesses that operate along the hiway...I have been there for 20 years and operate on extremely thin margins as it is..I personally think the forces behind this upgrade are putting an "Anchorage" fix on a much smaller and rural environment..

I would like to see DOT have to publish on the website all the input they have received.

I.E..comments/suggestions/concerns and whether the commentor was government, business or just private individual....my employee that went to the open house a few days ago seemed to feel there was a lot of concerns being brought by a wide range of individuals...I don't trust DOT for one second to act on those concerns in a professional and dilligent manner in the absence of elected representative pressures.

I will wait to see if I am proved wrong. I have some very specific suggestions that would help tp mitigate/alleviate some of my particular concerns as it relates to my access..I am more than happy to discuss/email those suggestions with someone who is informed and involved in making decisions about the project....The "talking heads" scenario at the open house venue doesn't cut it guys and gals....

just compare the proactive and serious manner in which the private companies are approaching the land acquisition and getting ahead of the curve in Nikiski for the proposed gas project -- versus -- the way DOT is handling this hiway upgrade...Is it any wonder why Americans are fed up with government and the politicians that facilitate that bad governance ??

thank you for any assistance you can provide me
regards,
vean noble

[\(907\) 252-5318](tel:9072525318)

27020 johansen drive
Kasilof AK 99610

<PD&E Scan_20160205_141015.pdf>



Google earth





Anne Brooks <comments.brooksalaska@gmail.com>

Sterling Highway Project

Patrick Cowan <birchridgegolf@msn.com>

Thu, Feb 11, 2016 at 2:31 PM

To: BA Comments <comments.brooksalaska@gmail.com>

Cc: "Peter A. Micciche" <senator.peter.micciche@akleg.gov>, "rep.kurt.olson@akleg.gov" <rep.kurt.olson@akleg.gov>, "rep.mike.chenault@akleg.gov" <rep.mike.chenault@akleg.gov>, Mark Dixon <mdixon@ci.soldotna.ak.us>

Dear Anne

Thank you for replying to our concerns.

I guess I'm probably responsible for your confusion regarding our preferred configuration. We do not support a 4 lane undivided highway or a 4 lane divided highway with a depressed median. What we do support is a 5 lane highway with the lane in the middle being a center turn lane.

Right now Soldotna has a 5 lane highway on the Sterling Highway running through town from mile 94 running through town SW until it meets the Kalisfonsky Beach Road that works very well for the town and increases availability for commercial/retail availability and convenience. All that we're asking is that you continue that configuration from mile 94 NE to Boundary St. (approx. mile 91.7). It not only would be better for our property, but also better for commercial application in the Soldotna City Limits. Also at the same time a speed limit of 45 miles an hour should be imposed when entering Soldotna.

The rest of the highway from Boundary St. to Sterling probably should be a 4 lane divided highway with access every 1/2 mile, however I'm sure that property owners on that stretch of the road might also have concerns.

We have lived at our address for over 20 years and don't remember one fatal accident that has occurred from Boundary St. to Mile 94, and that is on a 2 lane road with no turn lanes.

Your statistics, though sad and true, are about a 2 lane road with no turning lanes going through a quite heavy commercial and retail zone, particularly from mile 88 to mile 91.7.

As you are aware this section of the Sterling Highway is very heavily traveled, particularly in the summer months. Your statistics would have improved drastically if even a 4 lane highway let alone a 5 lane highway with center turning lane was built when it was first proposed , it was supposed to be built in 1999.

Our right of way was purchased in 1989 and at the same time Good Time Charlie's right of way was also purchased including his building that he's been leasing from the DOT ever since for \$100.00 per year. Really makes a delightful entrance to Soldotna.

Thank you for the opportunity to share our opinions.

Pat & Myrna Cowan
Birch Ridge Golf Course, Inc.
42223 Sterling Highway (Mile 92)
Soldotna, Alaska 99669
My cell - [907-298-4136](tel:907-298-4136)

Subject: Re: Sterling Highway Project
From: comments.brooksalaska@gmail.com
Date: Wed, 10 Feb 2016 13:55:39 -0900
CC: mdixson@ci.soldotna.ak.us; senator.peter.micciche@akleg.gov; rep.kurt.olson@akleg.gov;
rep.mike.chenault@leg.gov; jill.reese@alaska.gov; shannon.mccarthy@alaska.gov; kelly.petersen@alaska.gov;
alvin.talbert@alaska.gov; dlinnell@hdlalaska.com
To: birchridgegolf@msn.com

Mr. and Mrs. Cowan:

Thank you for your comments regarding your preferred configuration for the Sterling Highway between Sterling and Soldotna. I have noted that you support a 4-lane undivided highway with turn lanes at intersections, or a 4-lane undivided highway with a center turn lane.

Let me explain our choice of a 4 lane divided facility with a depressed median.

First of all, I realize that this configuration with median breaks and separate left turn lanes positioned every ½ mile reduces the ability to access properties fronting the highway due to the resulting restriction in left turns. For a driveway or side street located just beyond one of the proposed median openings, a driver could travel up to an additional mile to access their property.

As you know, this portion of the Sterling Highway has been designated as a Traffic Safety Corridor (TSC) in 2009 due to the higher crash rates and crash severity experienced in this corridor when compared to other similar roadways in the State. When compared to statewide averages, crashes involving vehicles impacting head-on are statistically significant along the study corridor.

It is one of 4 such corridors in Alaska including the Seward Highway south of Anchorage, the Parks Highway between Wasilla and Big Lake and Knik/Goose Bay Road south of Wasilla. This designation is intended as an interim solution until roadway improvements can be made to address the crash type and severity being experienced on the designated roadway and/or segment.

A safety corridor study was prepared in 2008 which outlined the predominant crash types experienced in this corridor. Crash data evaluated as part of this study revealed that 29 fatal crashes have occurred from 1977 to 2006. Nearly 67% of the fatal collisions on the Sterling Highway are head on and are, therefore significantly over represented when compared with statewide data which shows that approximately 16% of fatal crashes involve vehicles colliding head-on.

A more recent crash analysis prepared as part of the current Sterling Highway Safety Corridor project found that 12 fatal crashes occurred from 2000-2012 resulting in 15 deaths and 9 major injuries. Ten of the crashes involved vehicles striking head on and two of the crashes involved a left turning vehicle. This translates into a fatal accident rate (fatalities per 100,000,000 vehicle-miles) between Moose River and Kenai Spur Highway of 3.28, considerably higher than the Statewide Fatal Accident Rate (1.60) and the National Fatal Accident Rate (1.37).

Another head-on fatal crash occurred near milepost 90 on January 25, 2016 resulting in the death of a 19 year old woman.

As head-on type crashes are the leading cause of death in this corridor, mitigation strategies to address head on crashes were considered to be of primary importance. Median configurations evaluated included:

- Install depressed median to provide separation between opposing traffic.
- Install median barrier (concrete, metal, etc.) to achieve physical separation.
- Install continuous center two-way left turn lane (TWLTL) to provide separation between opposing traffic.

Our analysis of five different roadway median configuration options show that the divided highway option with a 30 foot depressed median will reduce head-on fatal and injury crashes by 90% versus 14% for an undivided roadway or a roadway with a TWLTL. These values are based on several national studies concerning the effectiveness of

various median configurations on head-on crashes.

Although the proposed depressed median configuration is less convenient in terms of left turn access than other possible configurations, this option mitigates the largest number of fatal crashes on the corridor, a goal everyone familiar with this corridor shares.

Anne Brooks, P.E., Public Involvement Specialist
Brooks & Associates
Email: comments.brooksalaska@gmail.com
Tel: 907-272-1877
Toll Free Tel: 866-535-1877

On Feb 8, 2016, at 10:36 AM, Patrick Cowan <birchridgegolf@msn.com> wrote:

Our names are Patrick S. and Myrna K. Cowan, we are the owners of Birch Ridge Golf Course, Inc. located at 42223 Sterling Highway (Mile 92) Soldotna, Alaska 99669, our home is also accessed with the same driveway and that address is 42237 Sterling Highway, Soldotna, Alaska 99669. our mailing address is P. O. Box 828, Soldotna, Alaska 99669. Our email addresses are birchridgegolf@msn.com, patrickcowan68@yahoo.com, patsheancow@icloud.com, mkcowan43@yahoo.com and myrnacowan@hotmail.com. Our phone numbers are the Pro-Shop 907-262-5270, home 907-262-4136, Pat's cell 907-398-4136 and Myrna's cell 907-394-0543.

We very much object to the proposed plan that has a grass median between the four lanes with access points located in our case at Fairway and Boundary Streets. We would much prefer 5 lanes with center turn lane for all of the City Limits of Soldotna. We and many other businesses in town and from mile 94 to Boundary St (approximately mile 91.7) have large semi's that deliver products almost daily (In our case during the summer months from April through October), your present plan would make those truckers, coming from Anchorage make a U turn on Fairway, cross two lanes to come back to our driveway, then when delivery is completed, the same truck would have to go to Boundary and cross two lanes to head back to Soldotna to make other delivery's.

In addition to that our golf course does 10,000 rounds of golf per season, most of the golfers drive their own cars, plus we have accommodations on the property for visitors that come to Soldotna to fish, sight seeing, playing golf, whatever. If you were to consider the future, Our 92 acres may not remain a golf course forever, it's not the highest and best use of the property, it's just a recreational activity that every town should have and we, the present owners are trying to preserve for the City of Soldotna. Suppose that some day, say 15 years from now, the owner might decide to close the golf course and subdivide the property and suppose that water and sewer is supplied by the City of Soldotna, there could be 100 homes on this property that could be using the present access and egress onto the Sterling Highway.

We would also think that the City of Soldotna might also prefer 5 lanes for more commercial development. In any case, we think as citizens of Soldotna, that 5 lanes in the city would be preferable.

Patrick Cowan
www.birchridgegolf.com



Anne Brooks <comments.brooksalaska@gmail.com>

Sterling Highway Safety Corridor Study

BA Comments <comments.brooksalaska@gmail.com>

Wed, Feb 10, 2016 at 11:13 AM

To: landreis@gci.net

Cc: Dennis Linnell <dlinnell@hdlalaska.com>, Kelly Petersen <kelly.petersen@alaska.gov>, "Heather A. Campfield" <hcampfield@hdlalaska.com>, Project Comments <comments.brooksalaska@gmail.com>

Lou —

I was able to confirm that the Preliminary Engineering Report does not show a right-of-way need from your property. The next step in the process is to complete an environmental document and begin detailed design.

The team will continue to engage the public during the continuing efforts.

Anne Brooks, P.E., Public Involvement Specialist

Brooks & Associates

Email: comments.brooksalaska@gmail.com

Tel: 907-272-1877

Toll Free Tel: 866-535-1877

From: BA Comments <comments.brooksalaska@gmail.com>

Subject: Re: Sterling Highway Project

Date: February 24, 2016 at 3:15:04 PM AKST

To: Dennis Linnell <dlinnell@hdlalaska.com>, Kelly Petersen <kelly.petersen@alaska.gov>, Alvin Talbert <alvin.talbert@alaska.gov>, "Heather A. Campfield" <hcampfield@hdlalaska.com>

Cc: James Amundsen <jim.amundsen@alaska.gov>

Kelly/Dennis —

Seeing the meeting notes from Camden prompted me to follow up on my conversation with Mr. Vean Noble (veannoble@ak.net / [907-252-5318](tel:907-252-5318)).

I called Mr. Noble on February 10th and had a long conversation with him about his concerns. He appreciated my call. His concerns and suggested are noted below.

Public Notice — Mr. Noble travels a lot and only remembers seeing one flyer. He works fires in the summer and does not always get his mail in a timely manner. He suggested that we visit each business in the future when solutions have the potential to impact access. We have added his email to the Constant Contact list. He confirmed that this is a good back up method of contacting him. He found out about the meeting from his neighbor, John Thorton ([907-398-1004](tel:907-398-1004)). He felt we should make a better effort to contact people about the study and upgrade plans. I asked him for ideas on how to improve our outreach. He suggested, an official letter or personal visit to each business would be better than the postcard mailers.

Access to documents — Mr. Noble's internet connection is a dial-up so downloading large documents is problematic. He felt that a letter with more detailed information would have been helpful.

Contact with team members — One of his initial contacts with with the surveyors in the field. He said they didn't have information about the project and when he called the "local DOT office" they were not aware of the project, nor did they have information about the project. He also felt that folks were rude and condescending when talking to him. He said he also spoke to Jocelyn Baloon and she was not able to address his questions.

Concerns about the design:

- His access needs to accommodate 40-foot mobile homes pulling a trailer — about 70-feet in total length.
- One turning vehicle can plug the driveway and roadway causing unsafe conditions.
- What is the radius of turns and can they be changed?
- Would like to see generous turn lanes
- Would like to see seasonally adjusted speed limits
- The area is one of the busiest on the Kenai Peninsula
- He said there is an economic impact of what is done on the highway
- He felt that safety was as important as the economic impact of the highway project.
- He felt that the project would put some out of business.
- At Solid Rock, he said the sight lines are very poor
- At On Par and Fairway — users often are driving mobile homes with trailers — or over 50-foot of vehicle
- How were we planning to handle kids using space adjacent to the roadway?

He thanked me for the personal contact and said he appreciated it. I offered him the opportunity to sit down with Dennis or other team members in Soldotna to view the plan immediately adjacent to his business. He is interested, but will be out of state until April.

We might consider a follow up with Mr. Thorton too.

Anne Brooks, P.E., Public Involvement Specialist
Brooks & Associates

Email: comments.brooksalaska@gmail.com

Tel: [907-272-1877](tel:907-272-1877)

Toll Free Tel: [866-535-1877](tel:866-535-1877)

SECTIONS

Alaska News

Kenai Peninsula's only strip club has an unlikely landlord: The state

Annie Zak | February 21, 2016

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Good Time Charlies is the only strip club on the Kenai Peninsula, and the land the building sits on is owned by the Alaska Department of Transportation and Public Facilities.

Google street view image

If you've ever tossed out a few dollar bills during a show at Good Time Charlies strip club in Soldotna, some of your money has ended up in the hands of the state of Alaska.

It's the result of a strange saga that started more than 20 years ago, when the Alaska Department of Transportation and Public Facilities bought the land that Good Time Charlies sits on.

In the 1980s, the DOT started planning a project to upgrade a portion of the Sterling Highway in and near Soldotna. In 1991, work on that project began, including widening the two-lane road's shoulder.

That's when DOT bought the property beneath Good Time Charlies for \$240,900, for plans to eventually expand the road to four lanes. The original plan was to demolish the strip club at 42140 Sterling Hwy. to make way for the wider road.

But that project stalled when funding dried up, said DOT spokeswoman Jill Reese. As a result, the building was never torn down as part of the would-have-been expansion, but the state kept the land. It does not own the building or Good Time Charlies itself.

Reese said that although it's allowable for a business or homeowner to remain a tenant on a piece of land until they must move to make way for a project, it's fairly uncommon that people choose to actually stick around.

"People usually want to get their business relocated," she said. "This fella preferred to stay where he is."

The unique situation of the state being landlord to a strip club is amplified by the fact that the business pays so little in rent.

Charlie Cunningham, owner of the building and the business, pays an enviable \$2,490 to the department every year. That factors out to just \$207.50 per month for renting the land.

He's paid that much since the DOT bought the land more than two decades ago, and the state has no way to hike the rent, even in tight times for Alaska's budget.

"Because the state did not feel that it was going to be a 20-plus-year wait (on the project), the folks that negotiated the contract at that time didn't include a mechanism for raising the rent," Reese said. "We have to go by our contract rules. Of course we would prefer to raise the rent if we could. ... We thought that within a few years (of buying the land) we'd be able to do the four lanes."

She emphasized that while the department owns the land, it has nothing to do with the running of the business.

Cunningham bought the building in 1972 when it was just a bar. He was 29 years old when he opened Good Time Charlies in 1974.

"Previously it had been a strip club, and I tried everything I could to get rid of the strip club image," he said. "I opened it, hired rock music bands, country western and disco."

In 1977, he started doing wet T-shirt contests at the bar, and they were so popular that the joint eventually became a strip club once again.

"I had done everything else," he said. "And everything kinda wears out down here."

But now, the future of Good Time Charlies -- which says on its website that it's the only such business for 120 miles -- is in question again.

As the DOT seeks federal funding to move ahead with the road project in the next few years -- money the department is confident it will get, Reese said -- Good Time Charlies might finally be demolished. (The estimated cost of the road project is about \$75 million.)

John Czarnezki, Soldotna's city planner, said he has worked for the city for a couple years and isn't aware of any other strip clubs closer than Anchorage, and hasn't heard interest from anyone else wanting to start one in Soldotna.

Cunningham said he probably wouldn't open another strip club in town if his closes. That's because of a rule passed more than a decade ago that he said makes it pretty tough for strip clubs to do business there.

In 2005, Soldotna [adopted an ordinance](#) that restricts strip clubs and other "adult businesses" -- including adult bookstores and adult movie theaters -- from being open past midnight.

Good Time Charlies was grandfathered in when Soldotna adopted the ordinance, and usually stays open until about 5 a.m. in the summer (and until about 2 a.m. in winter). Cunningham said it doesn't even get busy until around midnight.

He doesn't believe he'll ever retire, but thinks maybe he would open up a bar if he has to close his business. He said that over the years he has owned about a dozen other businesses, including the Alaska Riverview Lodge and Riverside House hotel.

"Soldotna has been very good to me," he said.

RELATED:

[An evening aboard the "Wild Alaskan," a Bering Sea crab boat turned strip club](#)
[State seeks hold on booze license for Anchorage strip club, cites pay violations](#)

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of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
Preliminary Design & Environmental

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Web Site: dot.state.ak.us

April 14, 2016

Rachel Neuendorf
PO Box 4086
40028 Arrowhead Avenue
Soldotna, AK 99669

Re: Sterling Highway Safety Corridor Study

Dear Rachel:

Thank you for your letter dated February 28, 2016 regarding the Sterling Highway Safety Corridor Study.

We respond to address the three items your letter identified as reasons our plan is an “awful idea.”

The financial cost was the first item. You mentioned that the cost is astronomical. The Sterling Highway is a National Highway System (NHS) route and the federal government assists the state in construction and maintenance of national highway system routes. When the project advances, federal highway funds will take care of approximately 90% of the cost and state match will make up the difference. The availability of these funds is important to Alaska because it sustains jobs and mobility throughout the state.

Your second point— “the idea that the current highway cannot support the current traffic load is false.” When we consider investment in a corridor, and a significant investment as you pointed out, we need to design the road to accommodate traffic anticipated 20 years from now. Yes, there is a peak in July thanks to the sockeye salmon season. A closer look at the fact sheet also reveals that in 2040, traffic using the highway will experience congestion from April through October. We are required to design for and accommodate the increased traffic. Analysis shows that as traffic congestion increases, so do crash

“Keep Alaska Moving through service and infrastructure.”

rates. This section of the Sterling Highway is a designated Highway Safety Corridor due to a high crash rate and severity of the crashes in the corridor.

Your final point regarded impacts to the wildlife population, particularly moose and their ability to cross 4 lanes of traffic with a depressed median. This is a concern for the designers as well since our crash statistics showed that 28% of the crashes between 2000 and 2010 involved moose. The mitigation strategies we investigated to reduce the moose-vehicle crashes include installation of highway lighting and clearing vegetation from the right of way. Our recommendation is to include highway lighting as part of the project.

Additionally, our design includes mitigation strategies to address the projected traffic volume, use of the corridor for local and through traffic, and documented crash rates and types. The design includes left and right turn lanes where warranted by side street traffic volumes to reduce the rear end crashes which were 27% of the crashes. The median installation will eliminate the cross over, head-on crashes over represented in the corridor.

The posted speed will remain the same because it is consistent with the NHS classification and historically, without additional enforcement, just changing the speed limit does not slow traffic.

Overall, our intent is to provide a safer corridor for the traveling public and ultimately remove the Highway Safety Corridor designation which increases spending on enforcement and levies double fines from law enforcement.

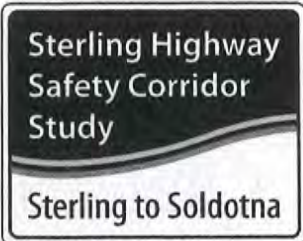
We thank you for your interest in the project and your detailed letter. We hope this response will provide our rationale for the recommendations outlined in the Sterling Highway Safety Corridor Study Reconnaissance Study.

Sincerely,



Kelly Petersen, P.E.
Project Manager

Cc: Dennis Linnell, P.E., Project Manager HDL
Anne Brooks, P.E., Public Involvement Coordinator, Brooks & Associates



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name	Rachel Neuendorf		
Street Address or PO Box	40028 Arrowhead Ave (P.O. Box 4086)		
City, State, Zip	Soldotna, AK 99669		
Email	rpgoldstein@hotmail.com	Phone	907-252-9743

Your comments:

See attached

How did you hear about the open house?

KSRM news

We welcome your input. Please send written comments:

Mail
 Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call
 Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877

Email
 comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com

Rachel Neuendorf
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Soldotna, AK 99669
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February 28, 2016

Anne Brooks, P.E.
Kelly Petersen, P. E.
Dennis Linnell, P.E.
Department of Transportation & Public Facilities
P.O Box 112500
Juneau, AK 99811-2500

To Whom It May Concern:

The current Sterling Highway expansion proposal is an awful idea for three reasons. First, the financial cost of the project is astronomical. How can the state of Alaska propose such an elaborate expansion when the State is facing a 4 billion dollar deficit? I understand the state will only have to match a portion of the total 65 million dollar project, but the State currently does not have any money. Reducing the speed limit to 45 miles per hour(mph) is a very economical way to improve safety.

Second, the idea that the current highway just cannot support the current traffic load is false. Do not lie to me or the people of the greater Soldotna area. When I examined the fact sheet after the public meeting I attended on January 27, 2016, I found that the only time the highway exceeds capacity is during the month of July. Do not build a highway just to accommodate the tourist and their monstrous recreational vehicles for 2 weeks per year. This highway should not be expanded so people from Anchorage can recreate to the peninsula 20 minutes faster on Friday night during the summer. Consider the people who drive it every day and what they think will improve safety.

Third, no one has produced any evidence on the impact of the wildlife population, mainly the moose. How is a moose supposed to cross 4 lanes of traffic with a depressed median which in total is almost 100 yards? Are you trying to destroy the moose population on the peninsula? The project manager I met with at the January 27th meeting could not provide any comments about the moose-vehicle collision rate with the current expansion proposal. Well, more lanes equal more collisions. Lets light the highway so we can see animals attempting to cross the road; lighting would dramatically improve safety. At the meeting I was told lighting was too expensive; somehow I feel lights should be part of your 65 million dollar deal.

I drive the Sterling Highway everyday to work and have to make a left hand turn off the highway to get home. Safety does need to be improved. The Sterling Highway should look more like K-Beach road from Soldotna to Bridge Access. According to your facts sheet, most collisions are rear-ending collisions. By simply introducing a turning lane we could alleviate the most prevalent accident problem. Additionally, passing should be prohibited from Sterling to Kasilof and the speed limit should be reduced to 45mph.

Again, there is less damage when vehicles are moving slower. The center turn lane idea may not prevent all head on accidents which are the most deadly but they are also the rarest. The center turn lane will absolutely provide a buffer between lanes. Reducing speed, eliminating passing, lighting, and enforcement of traffic laws will be the biggest keys to improving safety on the Sterling Highway. Remember, the most expensive option is not always the best option. Listen to the people who drive this road daily!

Thank you for your time and consideration.



Rachel Neuendorf



Sterling Highway Safety Corridor Study

Anne Brooks <comments.brooksalaska@gmail.com>

Mon, Mar 7, 2016 at 6:37 PM

To: sterlingcommunityclub@live.com

Cc: Kelly Petersen <kelly.petersen@alaska.gov>, Dennis Linnell <dlinnell@hdlalaska.com>, "Carita A. Backman" <cbackman@hdlalaska.com>, "<jeannebowie@kinneyeng.com> Bowie" <Jeannebowie@kinneyeng.com>, "<ronmartindale@kinneyeng.com> Martindale" <ronmartindale@kinneyeng.com>, Alvin Talbert <alvin.talbert@alaska.gov>, Anne Brooks <anne.brooksalaska@gmail.com>

Bcc: Anne Brooks <comments.brooksalaska@gmail.com>

Mr. Oakes - We received your letter submitted at the 1/28/2016 Sterling Highway Safety Corridor Study Open House and we would like to offer the following response. The letter is attached for reference.

The Alaska Department of Transportation & Public Facilities (DOT&PF) agrees that safety is the number one issue of concern on the Sterling Highway. As head-on type crashes are the leading cause of death in this corridor, mitigation strategies to address head-on crashes were considered to be of primary importance. Median configurations evaluated included:

- Install depressed median to provide separation between opposing traffic.
- Install median barrier (concrete, metal, etc.) to achieve physical separation.
- Install continuous center two-way left turn lane to provide separation between opposing traffic.

Our analysis of five different roadway median configuration options show that the divided highway option with a 30-foot depressed median will reduce head-on fatal and injury crashes by 90% versus 14% for an undivided roadway or a roadway with a center two-way left turn lane. These values are based on several national studies concerning the effectiveness of various median configurations on head-on crashes.

Although the proposed depressed median configuration is less convenient in terms of left turn access than other possible configurations, this option mitigates the largest number of fatal crashes on the corridor. Access points or median openings are spaced every 1/2 mile. The most you will have to travel out of direction is one mile.

In regards to your other questions, school zone flashing lights and crosswalks are typically discussed and considered during the final design phase of the project. DOT&PF already uses LED lighting but is moving toward limited lighting to save electricity and maintenance costs. Solar options have not been considered. Speed limits will stay the same as currently posted because the Sterling Highway is part of the National Highway System and mobility is the primary function of the highway. Enforcement would also be difficult and although some drivers might comply with a lower speed limit, without additional enforcement many would not. This would lead to a greater speed differential and could potentially decrease safety.

The highway at Turnagain Pass had many issues similar to the Sterling Highway, including a high demand for passing and head-on collisions. To address these issues the Seward Highway at Turnagain Pass was made into a four-lane divided highway with a depressed center median. As you know, the median was ultimately filled in. This was done to make the median plowable and avoid snow storage related sight distance issues. 10 feet or more of snow ending in a vertical wall could accumulate as a result of the rotary plows clearing the road. It is still a divided highway with left turn lanes. The Sterling Highway does not get nearly as much snow and snow storage should not be a problem.

DOT&PF's analysis of the Sterling Highway shows that the divided highway with the depressed median is the best way to make the Sterling Highway safer. The ultimate goal of the DOT&PF and the project is to remove the Safety Corridor Designation when the improvements are in place.

Camden Yehle
Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508



Anne Brooks <comments.brooksalaska@gmail.com>

Sterling Highway Safety Corridor Study

Anne Brooks <comments.brooksalaska@gmail.com>

Mon, Mar 7, 2016 at 6:30 PM

To: Kelly Petersen <kelly.petersen@alaska.gov>, Anne Brooks <anne.brooksalaska@gmail.com>, Dennis Linnell <dlinnell@hdlalaska.com>, "<jeannebowie@kinneyeng.com> Bowie" <Jeannebowie@kinneyeng.com>, "<ronmartindale@kinneyeng.com> Martindale" <ronmartindale@kinneyeng.com>, Alvin Talbert <alvin.talbert@alaska.gov>, "Carita A. Backman" <cbackman@hdlalaska.com>

Bcc: Anne Brooks <comments.brooksalaska@gmail.com>

I left a voicemail for Hans Rinke ([907-260-4210](tel:907-260-4210), hans.rinke@alaska.gov) as requested on his comment sheet submitted at the 2/28/2016 Open House.

Transcribed comment: Station 70+250 needs an intersection, Division of Forestry may employ an excess of 60 people per day. The state of Alaska agency. In addition, this is an emergency operation agency. Please call.

In the voicemail I let him know that median openings are spaced every 1/2 mile as according to State statutes and the Pre-Construction Manual and that putting a median opening at On Par Lane would be too close to the median openings at Mackey Lake Road and Fairway Drive. Although less direct than it is currently, it would be safer for Division of Forestry traffic to use the median opening at Fairway Drive.

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508
E-mail: comments.brooksalaska@gmail.com
Tel: [907-272-1877](tel:907-272-1877)
Toll Free: [866-535-1877](tel:866-535-1877)



Anne Brooks <comments.brooksalaska@gmail.com>

Sterling Highway Safety Corridor Study

Anne Brooks <comments.brooksalaska@gmail.com>

Mon, Mar 7, 2016 at 5:12 PM

To: pvadla@alaska.net

Cc: Anne Brooks <anne.brooksalaska@gmail.com>, Kelly Petersen <kelly.petersen@alaska.gov>, Dennis Linnell <dlinnell@hdlalaska.com>, "<ronmartindale@kinneyeng.com> Martindale" <ronmartindale@kinneyeng.com>, Alvin Talbert <alvin.talbert@alaska.gov>, "<jeannebowie@kinneyeng.com> Bowie" <Jeannebowie@kinneyeng.com>, "Carita A. Backman" <cbackman@hdlalaska.com>

Bcc: Anne Brooks <comments.brooksalaska@gmail.com>

Hi Penny - In response to the comment sheet you submitted at the 2/28/2016 Sterling Highway Safety Corridor Study Open House, we would like to offer the following response. You had asked about next steps and funding. A digital version of your comment sheet is attached for reference.

The next project development step is completing the environmental document and detailed design; followed by right-of-way acquisition and utilities relocation and ultimately construction. The project need has been added to the Statewide Transportation Improvement Program (STIP) for Federal funding.

Brooks & Associates
1704 Rogers Park Court
Anchorage, AK 99508
E-mail: comments.brooksalaska@gmail.com
Tel: [907-272-1877](tel:907-272-1877)
Toll Free: [866-535-1877](tel:866-535-1877)

 **20160128csVadla_Penny.pdf**
423K



Camden Yehle <camden.brooksalaska@gmail.com>

Sterling Highway

Dennis R. Linnell <dlinnell@hdlalaska.com>

Tue, Mar 8, 2016 at 7:54 AM

To: "hans.rinke@alaska.gov" <hans.rinke@alaska.gov>

Cc: Camden Yehle <camden.brooksalaska@gmail.com>, Anne Brooks <anne.brooks.alaska@gmail.com>, "Petersen, Kelly L (DOT)" <kelly.petersen@alaska.gov>, "Talbert, Alvin H (DOT)" <alvin.talbert@alaska.gov>

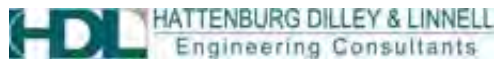
Hans,

Sorry I missed you at the Sterling Highway public meeting in January. I am available to meet with you to discuss the project in general, intersection openings, and your specific access concerns for the DNR Division of Forestry. I am open both Thursday and Friday this week. Let me know if one of those days will work for you. I can meet your at your office, or you can come to my office in Kenai. Let me know what works for you.

I look forward to discussing the project with you.

Dennis Linnell, P.E.

Principal Civil Engineer



3335 Arctic Blvd, Suite 100

Anchorage, AK 99503

[907-564-2120](tel:907-564-2120) (main office)

[907-564-2106](tel:907-564-2106) (direct)

[907-529-0862](tel:907-529-0862) (cell)

dlinnell@hdlalaska.com

www.HDLalaska.com



Camden Yehle <camden.brooksalaska@gmail.com>

Sterling Highway Median Opening

Dennis R. Linnell <dlinnell@hdlalaska.com>

Sat, Mar 26, 2016 at 6:11 PM

To: "hans.rinke@alaska.gov" <hans.rinke@alaska.gov>

Cc: Camden Yehle <camden.brooksalaska@gmail.com>, Anne Brooks <anne.brooks.alaska@gmail.com>, "Petersen, Kelly L (DOT)" <kelly.petersen@alaska.gov>, "Talbert, Alvin H (DOT)" <alvin.talbert@alaska.gov>

Hans,

It was great to talk to you a few weeks ago about the Department of Forestry Fire Station, your operation, and your concerns about the placement of the median opening, and I wanted to follow up with you. I have looked at several references, but have not found any regulation or requirement for a median opening due to a fire department. If you find such a requirement, please let me know about it. However, your request to move the proposed median opening from Fairway Drive to On Par Lane is a reasonable request and one that warrants further consideration.

I took the opportunity to drive both Fairway Drive and On Par Lane to better familiarize myself with the surrounding area and roadway connectivity. We will evaluate the different median opening alternatives as the project proceeds through the environmental document phase, and we will let you know what we find out. In addition to contacting you directly, there will be several more public meetings and comment periods as the project moves forward.

I hope you have a Happy Easter weekend.

Dennis Linnell, PE

Principal Civil Engineer



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dlinnell@hdlalaska.com

www.HDLalaska.com

From: Dennis R. Linnell

Sent: Tuesday, March 08, 2016 7:54 AM

To: 'hans.rinke@alaska.gov'

Cc: 'Camden Yehle'; 'Anne Brooks'; Petersen, Kelly L (DOT); 'Talbert, Alvin H (DOT)'

Subject: Sterling Highway

Hans,

Sorry I missed you at the Sterling Highway public meeting in January. I am available to meet with you to discuss the project in general, intersection openings, and your specific access concerns for the DNR Division of Forestry. I am open both Thursday and Friday this week. Let me know if one of those days will work for you. I can meet your at your office, or you can come to my office in Kenai. Let me know what works for you.

I look forward to discussing the project with you.

Dennis Linnell, P.E.

Principal Civil Engineer



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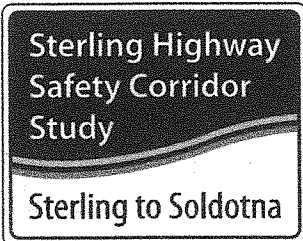
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dlinnell@hdlalaska.com

www.HDLalaska.com



State Project Number Z548300000

Your Comments Please... Please use this form to provide feedback about the Preliminary Engineering Report and preferred alternative to be considered during detailed design. Thanks for your input!

Name <i>TED and ROBIN FORSI</i>	
Street Address or PO Box <i>P.O. Box 2470 (38835 Longmeadow Way)</i>	
City, State, Zip <i>SOLDOTNA, AK 99669</i>	
Email <i>forsieng@alaska.net</i>	Phone <i>907.398.1316</i>

Your comments:

- 1. We highly encourage lighting for the new stretch of highway between Sterling and Soldotna.*
- 2. We highly encourage the construction of a bike trail/walking trail along the highway between Sterling and Soldotna.*

Thank You. Ted

How did you hear about the open house? *email and newspaper*

We welcome your input. Please send written comments:

Mail
 Brooks & Associates
 Attn: Sterling Highway Safety Corridor Study
 1704 Rogers Park Court
 Anchorage, AK 99508

Call
 Alaska Relay
 TTY 800-770-8973 or
 Toll Free: 1-866-535-1877

Email
 comments.brooksalaska@gmail.com

Project Website: www.sterlinghwy.com

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