



Public Scoping Meetings September 15 & 16, 2014

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|-----------|------------------|
| 5:00 p.m. | Open House |
| 5:30 p.m. | Presentation |
| 6:00 p.m. | Q&A |
| 7:00 p.m. | Meeting Adjourns |



Introductions—Project Team

- DOT&PF
 - Tom Schmid, P.E., Project Manager
 - Quinten Arndt, Consultant Coordinator
 - Kathleen Shea, Environmental Analyst

- DOWL HKM
 - Steve Noble, P.E., Contract Manager
 - Brad Melocik, P.E., Project Manager
 - Alex Prosak, P.E., Project Engineer
 - Adam Morrill, Environmental Specialist
 - Mari Gallion, Public Involvement



- Meeting Purpose
 - Review project's objectives and description
 - Present planned project elements
 - Discuss environmental process
 - Review project development process, funding, and schedule
 - Collect public input



Project Corridor/Existing Conditions



- Built in 1950s, realigned in 1960s
- Existing Roadway
 - 200'+ wide right of way
 - 12-foot lanes
 - 4-foot shoulders
 - 55 mph (45 mph segments near Anchor Point and Homer)
- Average daily traffic volume in 2013 is 4,240
- Sterling Highway is part of the National Highway System
- Only surface access route to Anchor Point and Homer



Corridor Issues/ Concerns

- Road has remained largely unimproved since 1966 (nearly 50 years)
- Aging/deteriorating infrastructure
 - Bridges
 - Culverts
- Narrow shoulders
- Sight distance and operational concerns at driveways and side streets
- Road geometry
- Limited passing opportunities



Work Completed to Date

- Preliminary engineering analysis
- 3R traffic and safety analysis
 - Moose-involved crashes
 - Road geometry (curves and lane/shoulder width)
 - Intersection improvements
- Summer 2014 fieldwork
 - Wetland delineation
 - Noise counts
 - Traffic counts, sight distance, and speed studies
 - Cultural resources fieldwork
 - Drainage evaluation, fish passage, bridge, and culvert hydraulic evaluations

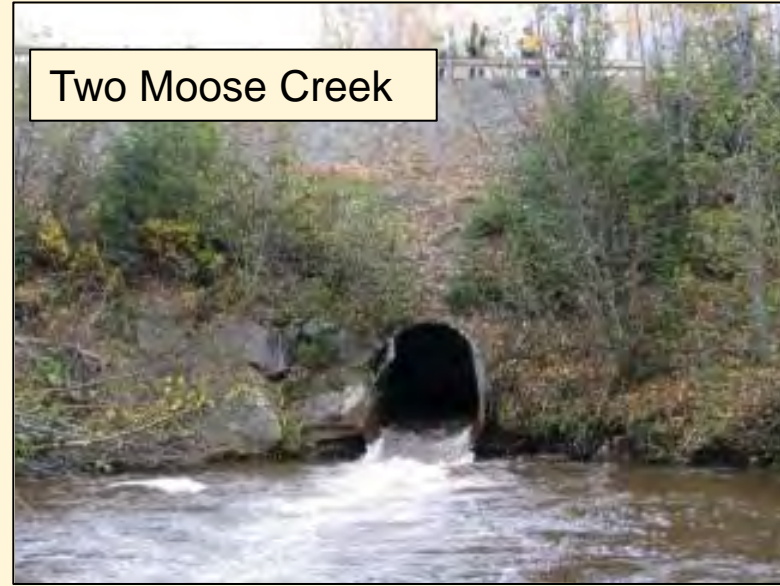


- Much of the corridor is striped no passing
- No passing or climbing lanes in corridor
- Shoulders are not wide enough to accommodate emergency parking
- No turning lanes at intersections
- Sight distance and curve radii concerns
- Vegetation obscures visibility of moose

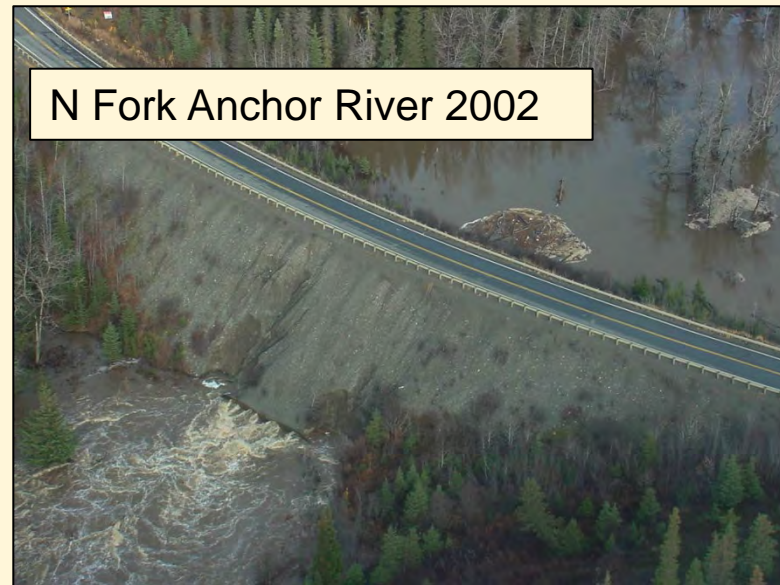


- Culverts
 - More than 60 culverts are in need of repair or are undersized
 - 5 streams don't meet fish passage criteria
 - Debris issues at North Fork Anchor River caused embankment damage in 2002 and 2012 floods

Two Moose Creek



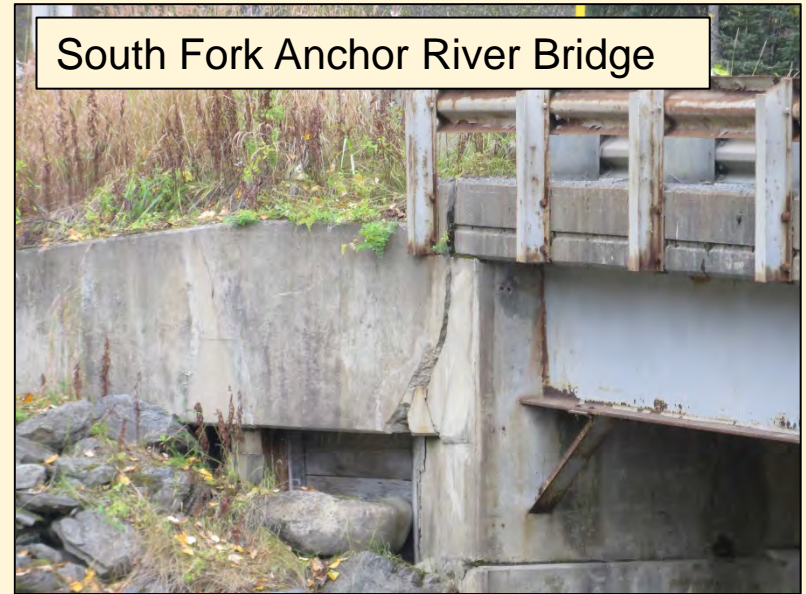
N Fork Anchor River 2002





Structures/Drainage (cont'd)

- Bridge Condition
 - South Fork Anchor River
 - Deteriorated abutments
 - Visible cracks
- Erosion
 - Anchor River undermining the bank near the roadway





Project Description

“3R” Project – Resurface, Restore, Rehabilitate

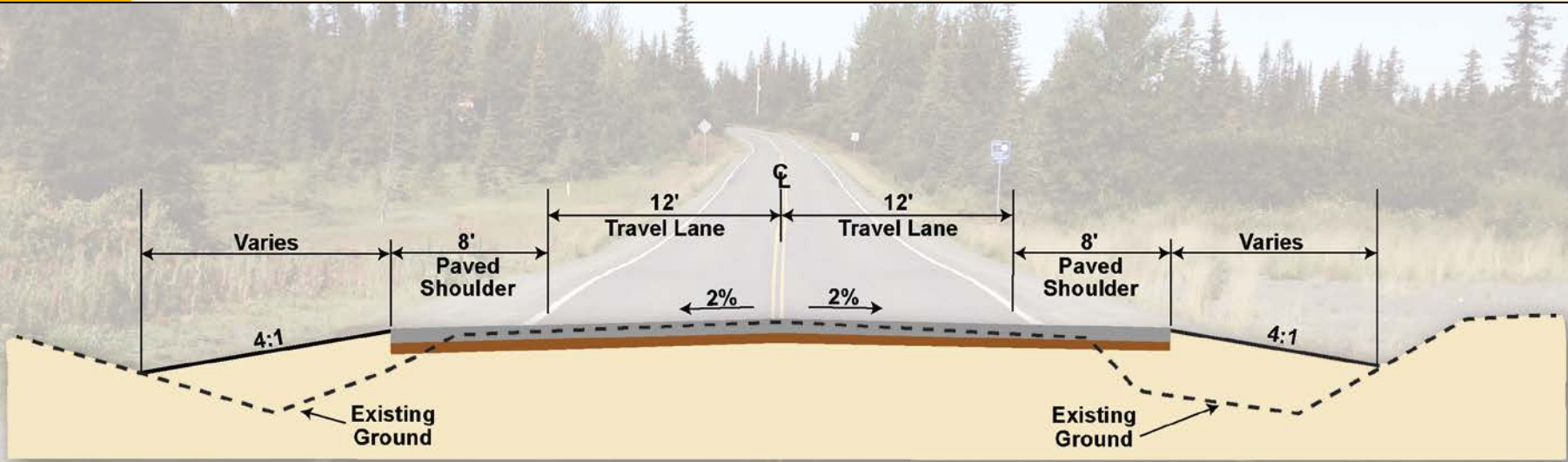
- Includes safety improvements where substantiated by historical crash data
 - Moose warning signs and clearing
 - Shoulder widening in specific segments
- Resolve maintenance issues

Additional project elements (beyond 3R) under consideration:

- New bridges at North and South Fork Anchor Rivers
- New passing and climbing lanes
- New culverts
- 8’ shoulders throughout
- Clearing

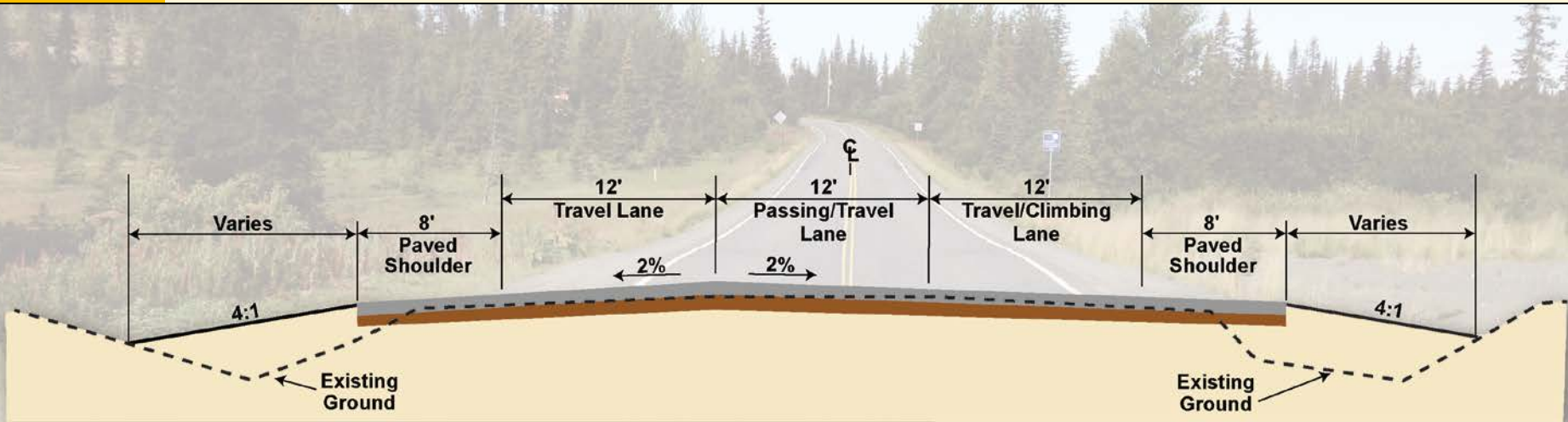


2-Lane Typical Section





Passing/Climbing Lane Typical Section





Compliance with National Environmental Policy Act (NEPA)

- Environmental Assessment (EA) or Categorical Exclusion (CE)
- Regulatory agency review/approval
- Primary considerations:
 - Noise
 - Water/air quality
 - Wetlands
 - Public lands and recreational areas
 - Wildlife habitat
 - Right-of-way acquisition



NEPA Process

Field Studies

Summer 2014

Agency and Public Scoping

Fall 2014

Scoping Summary Report

Winter 2014

Preliminary EA or CE

Winter 2014-Spring 2015

Public Review of EA or CE

Summer 2015

Finalize EA or CE

Fall 2015



Project Funding

- State and federally funded
- Preliminary estimated cost is \$55 million
- Project may be phased or broken into distinct projects to match funding availability



Other Recent/Ongoing Projects in Area

- MP 150-173 was recently repaved
- Highway Safety Improvement Program projects:
 - Sterling Highway Slow Vehicle Turnouts (Soldotna to Homer Hill) – Construction in progress
 - Sterling Highway & North Fork Road Overhead Beacon - 2015
 - Chapman Elementary School Zone Flashing Beacons - 2015



Project Development Process





How To Provide Input

- Submit a written comment here
- Interactive map demonstration:
www.sterlinghwyp157-169.com
- Email comments:
sterlinghwyp157-169@dowlhkm.com
- Call: (907) 562-2000





Questions & Comments

