



# Public Outreach Summary

## Public Hearing & Virtual Public Meeting

Alaska Department of Transportation and  
Public Facilities Central Region

Sterling Safety Corridor Improvements MP 82.5  
to 94 Project

October 8, 2021



## Table of Contents

Introduction .....	1
Overview of Public Involvement Activities .....	1
Info Kiosk.....	1
Public Hearing .....	1
Virtual Public Meeting .....	2
Summary of Comments .....	2

## Attachments

- Attachment A: Info Kiosk Poster
- Attachment B: Project Fact Sheet
- Attachment C: Comment Form
- Attachment D: Frequently Asked Questions
- Attachment E: Kenai Peninsula Clarion Advertisements
- Attachment F: KSK-FM Radio Ad Language
- Attachment G: E-Blast
- Attachment H: Postcard
- Attachment I: Public Hearing Posters
- Attachment J: Virtual Public Meeting Presentation
- Attachment K: Comment Log

## Introduction

This public outreach summary is used for tracking and documenting the public involvement activities conducted for the Sterling Safety Corridor Improvements MP 82.5 to 94 Project. The summary includes a description of the September 8, 2021 info kiosk hosted from 12:00PM to 2:00PM, the September 8, 2021 public hearing hosted from 4:00PM to 6:00PM, and the September 9, 2021 virtual public meeting hosted from 4:00PM to 6:00PM. The purpose of each public outreach opportunity was to provide an update on the project and solicit input on the Draft Environmental Assessment.

## Overview of Public Involvement Activities

The project team conducted a variety of public outreach tactics to engage and inform the public on Sterling Safety Corridor Improvement MP 82.5 to 94 Project updates and Draft Environmental Assessment information. The tactics used are described below.

### Info Kiosk

On Wednesday, September 8, 2021, the Sterling Safety Corridor Improvement MP 82.5 to 94 Project team hosted an Informational Kiosk (see Attachment A) at the Safeway grocery store in Soldotna, AK. Two project team members, Tyler Remkus and Alice Rademacher, stood by a table outside of the main door to inform shoppers of the public hearing, deliver project updates, hand out project materials (listed below), and answer questions.

- Project Fact Sheet Kiosk (see Attachment B)
- Comment Form (see Attachment C)
- Frequently Asked Questions (FAQs) (see Attachment D)

### Attendance

Twenty-three shoppers stopped at the info kiosk to pick up materials and inquire about the project. Kiosk attendees submitted a total of 8 comments.

### Public Hearing

On Wednesday, September 8, 2021, the project team hosted an in-person Public Hearing at the Soldotna Public Library from 4:00PM to 6:00PM. The purpose of this meeting was to deliver detailed project updates, solicit input on the Draft Environmental Assessment, and answer questions regarding potential impacts to residential and commercial properties within the project area. Written comments were submitted to a comment collection box and verbal comments were documented by a court reporter from Peninsula Reporting.

### Advertising

The public hearing and virtual public meeting were advertised in the following ways:

- Two advertisements were placed in the *Kenai Peninsula Clarion* (see Attachment E)

- Twenty-one radio advertisements (see Attachment F) aired on KSKA-FM from September 2 through September 8, 2021
- One E-Blast (see Attachment G)
- Website update
- Postcards mailed to 3,746 addresses within 1 mile of the project area (see Attachment H)
- Community Calendars (Anchorage Daily News, Peninsula Clarion, and DOT&PF Central Regions PI Calendar)

### **Attendance**

Thirty-three people signed in at the Public Hearing on Wednesday, September 8, 2021, from 4:00PM to 6:00PM. Meeting attendees submitted a total of 10 comments.

### **Materials**

- Project Fact Sheet
- Comment Form
- Frequently Asked Questions (FAQs)
- Posters (see Attachment I)

### **Virtual Public Meeting**

On Thursday, September 9, 2021, the Sterling Safety Corridor Improvement MP 82.5 to 94 Project team hosted a virtual public meeting via WebEx Event in addition to the in-person hearing to offer involvement opportunities for those unable to attend the in-person meeting, especially those unable to attend due to COVID-19 restrictions. The meeting included a PowerPoint presentation (see Attachment J) consisting of 10 slides about the project's development and alternatives evaluation, preferred alternative, schedule, comment submission methods, plus a live Question & Answer session with the project team.

### **Advertising**

The public hearing and virtual public meeting were advertised via the methods noted above.

### **Attendance**

Six people attended the virtual meeting on Thursday, September 9, 2021 from 4:00PM to 6:00PM.

### **Summary of Comments**

The comments received (see Attachment K) during the virtual public meeting comment period of September 1, 2021 through October 8, 2021, focused primarily on the following:



- Potential land loss due to Right-of Way acquisitions
- Potential noise impacts of the new road
- Construction impacts to residents and commercial businesses
- Inquiries regarding the data supporting the Project's purpose and need.
- Project contact information (email address and website address)
- Concerns about the safety of a five-lane highway
- Potential changes to the roadway's speed limit
- Decreasing collisions between moose and vehicles
- Opposition to the design that includes a depressed median
- Increased travel times caused by intermittent U-turn lanes
- Appreciation of the various public engagement opportunities
- Accuracy of the data used to categorize the area as a Safety Corridor
- Construction impacts to the Kenai National Wildlife Refuge
- Difficulty of making left turns onto the current highway
- Frontage road installations
- Project schedule and timeline
- Mitigation plans to stop or limit ATV and Snowmachine traffic alongside of the roadway



## Attachment A

Info Kiosk Poster



**Sterling Safety  
Corridor  
Improvements**  
MP 82.5 to 94

# Sterling Highway Safety Corridor Improvements MP 82.5–94 Project

## Public Hearing and Virtual Public Meeting

### Project Area Map



**PUBLIC HEARING**

**Wednesday**  
**September 8, 2021**  
**4:00 PM to 6:00 PM**  
**Soldotna Public Library**

**VIRTUAL PUBLIC MEETING**

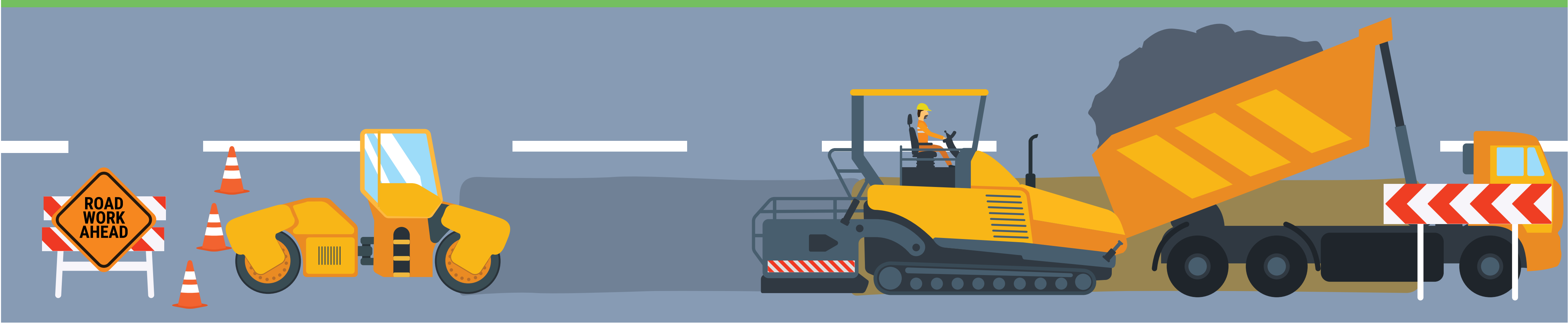
**Thursday**  
**September 9, 2021**  
**4:00 PM to 6:00 PM**  
**WebEx and telephone log-in**  
**information is available at**  
**[www.sterlinghighway82to94.com](http://www.sterlinghighway82to94.com)**



For additional project information, visit  
[www.sterlinghighway82to94.com](http://www.sterlinghighway82to94.com)



Scan me with your smartphone camera to view the project website and learn more about the Public Hearing and Virtual Meeting!





# Attachment B

Project Fact Sheet





The Alaska Department of Transportation and Public Facilities (DOT&PF) recognizes the need to improve safety and mobility on the Sterling Highway between Sterling and Soldotna, from Milepost (MP) 82.5 to 94. Traffic has increased due to growth in the community, recreation, and tourism.

The project area is an 11.5-mile, two-lane segment of the Sterling Highway. The Sterling Highway is the main road that connects the communities of Sterling and Soldotna, and is also heavily used by other residents of Southcentral Alaska.

The Sterling Highway MP 83–93 segment was designated a Traffic Safety Corridor in 2009, and the state began to examine possible safety improvements. The resulting state-funded study vetted various alternatives with the public, and culminated in the creation of a Preliminary Decision Document (PDD) in 2014. The PDD recommended a four-lane highway with a depressed median.

Due to the state's current economic climate, DOT&PF is developing the project so that it will be eligible for federal funding. To receive federal funding, DOT&PF must complete the federally required environmental review. The project is currently in the process of completing an Environmental Assessment (EA) under the requirements of the National Environmental Policy Act (NEPA).

The proposed project includes:

- Four-lane divided highway with depressed median
- Separated bike/pedestrian pathway north of the highway
- Turn lanes
- Intersection realignments

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





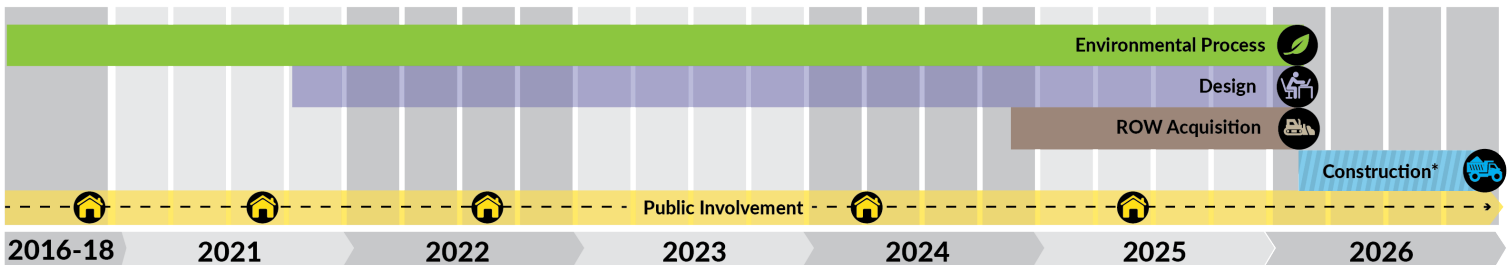
### Cost

A recent estimate for the design, right-of-way (ROW) acquisition, utility relocation, and construction of the proposed project is \$76.4 million. Cost estimates will be refined over time as the design progresses. Project funding is anticipated to be primarily federal, with approximately 9 percent of the cost being contributed by the state. While funding for design is included in the Statewide Transportation Improvement Program (STIP) for 2022, the funds needed for ROW, utility relocation, and construction will need to be allocated in the future. The start of construction is dependent on many factors, but it could begin as soon as 2026 if funding is made available.



### Schedule

This project is currently completing an EA under NEPA. Once the EA is complete, the project team will work on the final design. Construction is anticipated to take up to three seasons.



\*Indicates that the start of construction is dependent on many factors, including available funding, but is expected to begin in 2026 or later and last up to three seasons Open House



### Get Involved

DOT&PF wants to hear from you as we move forward. We will keep the public informed of project progress via newsletters and meetings. To learn more about the project, to sign up for the project e-mail list, or to leave a comment, visit: [www.sterlinghighway82to94.com](http://www.sterlinghighway82to94.com).



### Contact

If you would like to request additional information or share your ideas, please contact:

**Kelly Summers, P.E.**  
Alaska Department of Transportation  
& Public Facilities  
Project Manager  
[info@sterlinghighway82to94.com](mailto:info@sterlinghighway82to94.com)  
907-269-0546

**Josie Wilson**  
HDR  
Public Involvement  
[info@sterlinghighway82to94.com](mailto:info@sterlinghighway82to94.com)  
907-644-2030



# Attachment C

Comment Form



# Sterling Safety Corridor Improvements MP 82.5 to 94

Public Hearing Comment Form

[www.sterlinghighway82to94.com](http://www.sterlinghighway82to94.com)

Please share your comments.

Comments can also be e-mailed to [info@sterlinghighway82to94.com](mailto:info@sterlinghighway82to94.com)

Multiple horizontal grey bars for writing comments.

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Please add me to the project e-mail list.



*Please fold here and tape at bottom for mailing*

APPLY  
POSTAGE  
HERE

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**Sterling Highway Safety Corridor Improvements  
MP 82.5-94 Project  
c/o HDR Alaska, Inc.  
2525 C Street, Suite 500  
Anchorage, AK 99503**



## Attachment D

FAQs



# Sterling Safety Corridor Improvements MP 82.5 to 94

## Frequently Asked Questions

1. Why is this project being considered?
2. Is this the same project that was presented in 2014?
3. What is the current status of project development?
4. How would this project improve safety and reduce collisions?
5. How is the project funded? What will it cost?
6. What will happen to driveways, parking, and businesses that directly adjoin the highway in areas where the roadway is being widened?
7. How will this project impact moose?
8. How much right-of-way will be needed for the project? Will my property be affected?
9. Who can I contact to get more information?

### 1. Why is this project being considered?

The Sterling Highway is the main road connecting the communities of Sterling and Soldotna. The road has a high rate of fatal and major injury crashes, is over capacity, and does not function efficiently during commuter hours and summer peak traffic times. In 2009, the section from Milepost (MP) 83 to 93 was designated a Traffic Safety Corridor, which demonstrates the serious need for improvements.

### 2. Is this the same project that was presented in 2014?

This is essentially the same project, with different funding. The 2014 recommendation came out of a state-funded study of possible safety improvements to the MP 83–93 corridor. The study vetted a number of alternatives and culminated in the creation of a Preliminary Decision Document that recommended a four-lane highway with a depressed median. Due to the state's current economic climate, the Alaska Department of Transportation and Public Facilities (DOT&PF) is developing the project so that it will be eligible for federal funding. To receive federal funding, DOT&PF must complete the federally required environmental review process. Project funding is now anticipated to be primarily federal, with approximately 9 percent of the cost being contributed by the state.

### 3. What is the current status of project development?

The project is currently in the process of completing an Environmental Assessment (EA) under the

requirements of the National Environmental Policy Act. The EA was released for public comment in August 2021.

### 4. How would this project improve safety and reduce collisions?

The proposed four-lane divided highway with depressed grass median will provide greater separation for opposing traffic, thereby reducing the risk of head-on collisions. The project will also include separated bike/pedestrian facilities, turn lanes, and intersection realignments. Dedicated turn lanes are proposed to remove turning vehicles from through-lanes, lowering the risk of rear-end collisions. Separating bicycle and pedestrian facilities from roadway traffic helps reduce potential injuries from collisions with vehicles. Realigning intersections improves drivers' ability to see farther, which also helps reduce the potential for crashes.

### 5. How is the project funded? What will it cost?

The estimated cost for the design, right-of-way (ROW) acquisition, utility relocation, and construction of the proposed project is \$76.4 million. Cost estimates will be refined over time as the design progresses. Project funding is anticipated to be primarily federal, with approximately 9 percent of the cost being contributed by the state. While funding for design is included in the Statewide Transportation Improvement Program (STIP) for 2022, the funds required for ROW, utility relocation, and construction will need to be allocated



# Sterling Safety Corridor Improvements MP 82.5 to 94

## Frequently Asked Questions

in the future. The start of construction is dependent on many factors, but it could begin as soon as 2026 if funding is made available.

### 6. What will happen to driveways, parking, and businesses that directly adjoin the highway in areas where the roadway is being widened?

All properties that presently adjoin the highway will retain access, although some access routes may not directly adjoin the highway after construction is complete. Some routes will be consolidated, which may redirect property owners to side streets or access roads instead of directly to the highway. It is too early in the project to know whether or not individual driveways will be impacted. In the event that driveways are impacted, DOT&PF will reconstruct existing permitted driveways and accesses to tie into the new roadway. DOT&PF will not be creating new driveways or approaches as a part of this project. If you would like to apply for a driveway/approach road permit, please consult the permit application website at <http://www.dot.state.ak.us/permits/index.shtml>.

### 7. How will this project impact moose?

Between 2000 and 2010, 28 percent of the crashes involved moose, and DOT&PF designers are anticipating that moose will cross the proposed wider, four-lane highway. Potential mitigation strategies under consideration include clearing vegetation and adding signage.

### 8. How much right-of-way will be needed for the project? Will my property be affected?

The majority of the project falls within existing DOT&PF ROW; it is possible that additional ROW will be required, but that has yet to be determined. Some ROW may be required to modify side streets and other improvements off the main alignment. The project is in the early design stage; as the design is refined, the ROW requirements will become more defined. If additional ROW is necessary, DOT&PF will proactively contact affected property owners and agencies during the ROW acquisition phase, prior to final design.

### 9. Who can I contact to get more information?

If you would like to request additional information or share your ideas, visit our website at [www.sterlinghighway82to94.com](http://www.sterlinghighway82to94.com). You can sign up for the project mailing list or leave a comment online. You may also contact the project manager or public involvement coordinator.

Alaska Department of Transportation and Public Facilities

**Kelly Summers, P.E., Project Manager**

Email: [info@sterlinghighway82to94.com](mailto:info@sterlinghighway82to94.com)

Phone: 907-269-0546

HDR

**Josie Wilson, Public Involvement Coordinator**

Email: [info@sterlinghighway82to94.com](mailto:info@sterlinghighway82to94.com)

Phone: 907-644-2030



## Attachment E

*Kenai Peninsula Clarion Advertisements*



## US averaging 100K new COVID-19 infections a day

By **TERRY SPENCER**  
AND **KELLI KENNEDY**  
*Associated Press*

FORT LAUDERDALE, Fla. — The COVID-19 outbreak in the United States crossed 100,000 new confirmed daily infections Saturday, a milestone last exceeded during the winter surge and driven by the highly transmissible delta variant and low vaccination rates in the South.

Health officials fear that cases, hospitalizations and deaths will continue to soar if more Americans don't embrace the vaccine. Nationwide, 50% of residents are fully vaccinated and more than 70% of adults have received at least one dose.

"Our models show that if we don't (vaccinate people), we could be up to several hundred thousand

cases a day, similar to our surge in early January," Centers for Disease Control and Prevention director Rochelle Walensky said on CNN this week.

It took the U.S. about nine months to cross 100,000 average daily cases in November before peaking at about 250,000 in early January. Cases bottomed out in June, averaging about 11,000 per day, but six weeks later the number is 107,143.

Hospitalizations and deaths are also increasing, though all are still below peaks seen early this year before vaccines became widely available. More than 44,000 Americans are currently hospitalized with COVID-19, according to the CDC, up 30% in a week and nearly four times the number in June. More than 120,000 were hospitalized in January.

The seven-day average for deaths

rose from about 270 deaths per day two weeks ago to nearly 500 a day as of Friday, according to Johns Hopkins University. Deaths peaked at 3,500 per day in January. Deaths usually lag behind hospitalizations as the disease normally takes a few weeks to kill.

The situation is particularly dire in the South, which has some of the lowest vaccination rates in the U.S. and has seen smaller hospitals overrun with patients.

In the Southeast, the number of hospitalized COVID-19 patients jumped 50% to a daily average of 17,600 over the last week from 11,600 the previous week, the CDC says. Florida, Georgia, Alabama, Mississippi, North Carolina, South Carolina, Tennessee and Kentucky represent 41% of the nation's new hospitalizations, the CDC says, twice

their overall share of the population.

Alabama and Mississippi have the lowest vaccination rates in the country: less than 35% of residents are fully inoculated, according to the Mayo Clinic. Georgia, Tennessee and the Carolinas are all in the lowest 15 states.

Alabama saw more than 65,000 doses wasted because health providers couldn't find people to take them before they expired, according to State Health Officer Scott Harris. That represents less than 1.5% of the more than 5 million coronavirus vaccines doses that Alabama has received.

"Sixty-five thousand doses have been wasted. That's extremely unfortunate when we have such a low vaccination rate and of course, there are so many people in the world that still don't have access to

vaccine," Harris said.

Florida has been especially hard hit. It makes up more than 20% of the nation's new cases and hospitalizations, triple its share of the population. Many rural counties have vaccination rates below 40%, with the state at 49%. The state again set a record Saturday, reporting 23,903 new cases.

Gov. Ron DeSantis, while encouraging vaccinations, has taken a hard line against mask rules and other restrictions. Running for reelection next year and eyeing a 2024 Republican presidential bid, he and President Joe Biden have verbally sparred in recent days. DeSantis has accused the Democratic president of overreach, while Biden has said DeSantis should "get out of the way" of local officials if he doesn't want to fight the outbreak.

## Wildfires rampage in Greek forests, cut large island in half

By **ELENA BECATOROS**,  
**DEMETRIS NELLAS**  
AND **MICHAEL VARAKLAS**  
*Associated Press*

ATHENS, Greece — Three large wildfires churned across Greece on Saturday, with one threatening whole towns and cutting Evia, the country's second-largest island, in half. Others engulfed forested mountainsides and skirted ancient sites, leaving behind a trail of destruction that one official described as "a biblical catastrophe."

A flotilla of 10 ships — two Coast Guard patrols, two ferries, two passenger ships and four fishing boats — waited at the seaside resort of Pefki, near the northern tip of Evia, ready to evacuate more residents and tourists if needed, a Coast Guard spokeswoman told The Associated Press, on customary condition of anonymity.

The fire on Evia forced the hasty Friday night evacuation of about 1,400 people from a seaside village and island beaches by a motley assortment of boats after the approaching flames cut off other means of escape.

The other dangerous fires were in Greece's southern Peloponnese peninsula, one near Ancient Olympia and one in the Mani region of the Peloponnese, south of Sparta. The fire in Eastern Olympia moved east of the ancient site, threatening villages, in a sudden flare-up Saturday afternoon.

North of Athens, the fire on Mount Parnitha, a national park with substantial forests, was still burning with occasional flare-ups, but a Fire Service spokesman told the AP late Saturday that containment efforts were "going well."

Smoke from that fire was still spreading across the Athens basin. Earlier, the blaze had sent choking smoke across the Greek capital, where authorities set up a hotline for residents with breathing problems.

One volunteer firefighter died Friday and at least 20 people have been treated in hospitals over the last week during Greece's most intense heat wave in three decades. Temperatures soared up to 113 degrees Fahrenheit.

Greek Prime Minister

Kyriakos Mitsotakis on Saturday visited the fire department's headquarters in Athens and expressed his "deep sadness" for the firefighter's death.

Securing aid for everyone affected by the wildfires will be "my first political priority," he said, promising that all burnt areas would be reforested.

"When this nightmarish summer has passed, we

will turn all our attention to repairing the damage as fast as possible, and in restoring our natural environment again," Mitsotakis said.

A local official in Mani estimated the wildfire there had destroyed around 70% of her area.

"It's a biblical catastrophe. We're talking about three-quarters of the municipality," East Mani Deputy Mayor Eleni Drakoulakou told state

broadcaster ERT, pleading for more water-dropping aircraft.

Other officials and residents in southern Greece phoned in to TV programs, appealing live on air for more firefighting help.

Greece requested help through the European Union's emergency support system. Firefighters and aircraft were sent from France, Spain, Ukraine,

Cyprus, Croatia, Sweden, Israel, Romania and Switzerland.

On Saturday alone, Germany's Disaster Assistance agency tweeted that 52 firefighters and 17 vehicles from Bonn and 164 firemen and 27 vehicles from Hessen were heading to Athens to help. Egypt said it was sending two helicopters, while 36 Czech firefighters with 15 vehicles left for Greece.

### BRIEFLY

#### Californians hit hard with weekend of wildfire fears

GREENVILLE, Calif. — After four years of homelessness, Kesia Studebaker thought she finally landed on her feet when she found a job cooking in a diner and moved into a house in the small community of Greenville.

She had been renting for three months and was hoping stability would help her win back custody of her 14-year-old daughter. But in just one night, a raging wildfire tore through the mountain town and "took it all away," she said.

Fueled by strong winds and bone-dry vegetation, the Dixie Fire grew to become the largest single wildfire in state history. People living in the scenic forestlands of Northern California are facing a weekend of fear as it threatens to reduce thousands of homes to ashes.

"We knew we didn't get enough rainfall and fires could happen, but we didn't expect a monster like this," Studebaker said Saturday.

The fire incinerated much of Greenville on Wednesday and Thursday, destroying 268 homes and structures and threatening nearly 14,000 buildings in the northern Sierra Nevada. It had engulfed an area larger than the size of New York City.

The Dixie Fire, named for the road where it started, now spans an area of 698 square miles and was just 21% contained.

Four firefighters were taken to the hospital Friday after being struck by a fallen branch. More 20 people were initially reported missing, but by Saturday afternoon authorities had contacted all but five of them.

#### French opponents of virus passes protest for 4th week

PARIS — Thousands of people marched in Paris and other French cities Saturday for a fourth consecutive week of protests against the COVID-19 health passes that everyone in the country will need shortly to enter cafes, trains and other venues.

The demonstrations came two days after France's Constitutional Council upheld most provisions of a new law that expands the locations where health passes are needed to enter.

Starting Monday, the pass will be required in France to access cafes, restaurants, long-distance travel and, in some cases, hospitals. It was already in place for cultural and recreational venues, including cinemas, concert halls, sports arenas and theme parks with a capacity for more than 50 people.

With French riot police on guard, a largely peaceful crowd walked across Paris carrying banners that read: "Our freedoms are dying" and "Vaccine: Don't touch our kids." Some were also upset that the government has made COVID-19 vaccines mandatory for health care workers by Sept. 15.

Dozens of street protests took place in other French cities as well. The French Interior ministry said there were 237,000 protesters nationwide, including 17,000 in Paris. Opponents say the virus pass limits their mobility and implicitly renders vaccines obligatory. Polls, however, show that most people support the passes, which prove that people are vaccinated, have had a negative recent test or have recovered from COVID-19.

— Associated Press



### NOTICE OF DRAFT ENVIRONMENTAL ASSESSMENT AVAILABILITY AND PUBLIC HEARING & NOTICE OF PUBLIC COMMENT PERIOD FOR DRAFT ENVIRONMENTAL ASSESSMENT AND PROPOSED SECTION 4(F) DE MINIMIS FINDING

Project: Sterling Safety Corridor Improvements MP 82.5 to 94  
Project No.: CFHWY00130/OA33026

The Alaska Department of Transportation and Public Facilities (DOT&PF) is soliciting comments on a Draft Environmental Assessment (EA) for a proposal to reconstruct approximately 11 miles of the Sterling Highway between Sterling and Soldotna, Alaska. The reconstruction would widen the highway from two to four lanes from approximately MP 82.5 to 94. The purpose of the proposed project is to improve safety and reduce congestion for people and freight along this segment of the highway. Right-of-way acquisition is tentatively scheduled for 2024/2025 and construction is tentatively scheduled to begin in 2026, depending on available funding.

The proposed work would:

- Expand the existing road to a four-lane divided facility
  - Five-lane sections would be constructed to tie into existing lane configurations at each end of the project.
- Install median breaks with dedicated left-turn lanes to accommodate reasonable access to adjacent lands
  - Dedicated right-turn lanes would be installed at some side road intersections.
  - Some access would change to right-in/right-out with U-turn lanes available at the median breaks.
- Adjust access management
  - A portion of Scout Lake Road would be realigned.
  - New frontage and connection roads would be upgraded or constructed.
- Access points would be consolidated and approaches to frontage or connection roads would be realigned.
- Driveways directly accessing the Sterling Highway would be minimized.
- Reconfigure roadway geometry to meet current design standards
- Install or replace weigh-in-motion stations and automated traffic recorders
- Relocate utilities
- Clear and grub vegetation
- Install new or replace striping, signing, lighting, and guardrail
- Construct pedestrian facilities
- Improve storm water drainage facility

DOT&PF also requests public comment on a proposed Section 4(f) de minimis impact finding. The project would impact Scout Lake State Recreation Site (SRS), protected by Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966. The project would require the permanent acquisition of approximately 3.38 acres from two undeveloped parcels within Scout Lake SRS in order to realign Scout Lake Road. In consultation with the officials with jurisdiction over the resource, DOT&PF has assessed the proposal's impacts to Scout Lake SRS and intends to make a finding of de minimis impact (a determination that the project will not adversely affect the features, attributes, or activities that qualify the property for protection after consideration of impact avoidance, minimization, and mitigation or enhancement measures). A copy of the draft de minimis finding is published as an appendix to the Draft EA.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

This project is being developed in compliance with Section 106 of the National Historic Preservation Act; Executive Orders 11990 (Wetlands Protection), 11988 (Floodplain Protection), and 12898 (Environmental Justice); the Clean Air Act; Clean Water Act; Fish and Wildlife Coordination Act; and U.S. DOT Act Section 4(f).

The Draft EA can be viewed online at <http://www.sterlinghighway82to94.com> Hard copies of the Draft EA are available for public review at the Soldotna Public Library and the DOT&PF Central Region office in Anchorage.



An Open Forum Public Hearing to address public comments on the Draft EA will be held on Wednesday, September 8, 2021, at the Soldotna Public Library from 4pm to 6pm. The open forum hearing format allows interested parties to comment orally before a court reporter without a public audience. The purpose of the Public Hearing is to consider the economic, social, and environmental effects of the project and its consistency with the goals and objectives of such urban planning as has been carried out by the community. The Public Hearing will be followed by a Virtual Public Meeting on Thursday, September 9, 2021, from 4pm to 6pm, accessible at the following web address <http://www.sterlinghighway82to94.com> or call-in number: (408) 418-9388 and access code: 146 626 4052.



Written comments can also be sent via email to [info@sterlinghighway82to94.com](mailto:info@sterlinghighway82to94.com), via email to [brian.elliott@alaska.gov](mailto:brian.elliott@alaska.gov), or to the address below by September 24, 2021.



Brian Elliott, Regional Environmental Manager  
DOT&PF Preliminary Design & Environmental  
P.O. Box 196900  
Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Kelly Summers, P.E., Project Manager, at 269-0546 or Drew von Lindern, Environmental Impact Analyst, at 269-0551.

Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public view, we cannot guarantee that we will be able to do so.

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.

DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.



## EU backs helping Afghanistan's neighbors cope with refugees

ASSOCIATED PRESS

BRUSSELS — European Union justice and home affairs ministers pledged Tuesday to support Afghanistan's neighbors to help them host people fleeing the new Taliban regime and prevent a new wave of migrants heading to Europe.

In a closing statement following a meeting in Brussels, the ministers said the EU and its 27 nations "stand determined to act jointly to prevent the recurrence of uncontrolled large-scale illegal migration movements faced in the past, by preparing a coordinated and orderly response."

European Commissioner for Home Affairs Ylva Johansson said there has not been a big exodus of Afghans out of the war-torn country so far but insisted there is a huge risk of a humanitarian crisis

"if the Taliban turns out to be the same Taliban that we have seen in the past."

Johansson added that the EU is "quite far from recognizing the Taliban regime."

The EU said it will cooperate with the Afghan government following the Taliban's return to power only if they respect fundamental rights and oppose the use of Afghan soil by terror groups.

"We have not seen any answers to the important conditions that need to be fulfilled," Johansson said, adding that the EU has already frozen development aid to Afghanistan to apply pressure on the Taliban.

The meeting came the day after the last U.S. forces flew out of Kabul's international airport, ending America's longest war. Johansson said all the EU staff and Afghans who worked for European institutions have now been

evacuated.

The ministers said the EU should boost its support to countries around Afghanistan "to ensure that those in need receive adequate protection, primarily in the region."

The plan is reminiscent of the deal the EU sealed with Turkey after over 1 million migrants entered the EU in 2015, many of them fleeing conflict in Syria and Iraq. To persuade Turkey to stop people from leaving its territory, the 27-nation bloc offered the country 6 billion euros to help Syrian refugees.

Johansson, however, said a "copy and paste" of the Turkish refugee deal would not be a good idea and that support to Afghanistan's neighbors should be tailor-made. She insisted the EU should work quickly and not "wait until people are here."

"We need to work

comprehensively in the region with Afghans in Afghanistan and in the neighboring countries," she said. "The best way to prevent a migratory crisis is to prevent a humanitarian crisis."

Austrian Chancellor Sebastian Kurz made clear that his country wouldn't back a system for distributing refugees from Afghanistan across the EU. He told reporters in Berlin that Austria had already taken in a "bigger than proportionate share" of migrants since 2015.

Austria already has the fourth-largest Afghan community worldwide, he said before a meeting with German Chancellor Angela Merkel.

Merkel said, for Germany, the focus now is on how to help between 10,000 and 40,000 Afghans who are entitled to come to Germany

with their close family members because they had worked for the German military or aid organizations.

"We need to see how many actually want to leave the country and how many don't," she said. "That will depend very much on the circumstances the Taliban create."

Johansson plans to convene a meeting next month to discuss resettlement efforts.

The EU ministers also stressed the need to ensure that Afghanistan does not once again become a haven for terrorists.

"The EU will use all its available tools to closely monitor and respond to developments on the ground that might impact its security, in particular in the area of organized crime and terrorism," their statement said.

Still, accommodating Afghans in countries close to their homeland will be difficult.

Pakistani Foreign Minister Shah Mahmood Qureshi met his German counterpart, Heiko Maas, in Islamabad on Tuesday and said Pakistan has hosted more than 3 million Afghan refugees in previous decades and lacks the capacity to absorb more.

Rights groups were critical of the EU's focus on keeping migrants close to Afghanistan.

Amnesty International said in a letter to Johansson that the EU and its nations "must refrain from extremely damaging responses that put emphasis on keeping the EU's border 'protected' and proposing or adopting measures that shift the responsibility for the protection of refugees to third countries."

## Ukraine's leader to talk with Biden on security, Russian gas

ASSOCIATED PRESS

KYIV, Ukraine — Ukraine's leader is visiting the United States this week in hopes of bolstering security ties with Washington and persuading the Biden administration to

ramp up sanctions against a new Russian natural gas pipeline that bypasses his country.

President Volodymyr Zelenskyy has called Washington's failure to block the construction of the Nord Stream 2 pipeline to Germany

a grave political error, and he is expected to again raise the issue during his talks Wednesday with U.S. President Joe Biden.

Zelenskyy has described the new pipeline as a powerful geopolitical weapon

for Russia, which annexed Ukraine's Crimean Peninsula in 2014 after the ouster of the former Kremlin-friendly president and has thrown its weight behind a separatist insurgency in eastern Ukraine.

Washington has strongly opposed the construction of Nord Stream 2, but the Biden administration has opted not to punish the German company overseeing the project while announcing new sanctions against Russian companies and ships.

Zelenskyy has warned that Nord Stream 2 would mark a major victory for Moscow and a "personal loss" for Biden. The undiplomatic comments reflect Ukrainian fears that the new pipeline will deprive it of \$3 billion in annual transit fees for pumping Russian gas to Europe, erode its strategic importance and make it more vulnerable to Kremlin pressure.

Yuriy Vitrenko, the head of Ukraine's state-controlled Naftogaz oil and gas company, told The Associated Press that Ukraine would urge the U.S. to slap Nord Stream 2 with tougher sanctions.

"We'll be very, very loud, because it's a matter of national security for Ukraine, for the region, and we believe for the U.S. as well," Vitrenko said.

Ukraine has urged the U.S. and Germany to help pressure Moscow to prolong the current contract for transit of Russian gas via Ukraine that expires in 2024. Russian President Vladimir Putin has held the door open for an extension, but noted that it would hinge on the European demand for Russian gas.

Ukrainian officials have argued that a U.S.-German agreement that offers some compensation for Ukraine isn't enough.

"We continue underlining that Nord Stream 2 is not a matter of some kind of compensation program," Vitrenko said. "It's a security threat for Ukraine, because if there is no physical transit of gas through Ukraine, it increases the chance of a full-scale war between Russia and Ukraine and it's not in the interests of Ukraine, and it's not in the interests of Europe, not in the interest of the U.S."

A meeting between Zelenskyy and Biden initially set for Tuesday was pushed back a day due to developments in Afghanistan.

Ukrainian Foreign Minister Dmytro Kuleba voiced hope that the talks will help "bring the strategic partnership between Ukraine and the United States to the next level." He told The Associated Press that Ukraine's push for a stronger U.S. security assistance "will be absolutely crucial and absolutely central to all discussions."

Ahead of the Biden-Zelenskyy meeting, the Biden administration promised up to \$60 million in military aid that it said was necessary because of a "major increase in Russian military activity along Ukraine's border." The new package will include more Javelin anti-tank missiles, which Kyiv sees as critical to defending against the Russia-backed separatists.

A 2015 peace deal brokered by France and Germany helped end large-scale battles in eastern Ukraine, but regular skirmishes have continued and political settlement efforts have stalled. More than 14,000 people have been killed in the fighting since 2014.

Earlier this year, increasing cease-fire violations in eastern Ukraine and a major Russian troop buildup near the border fueled fears by Kyiv and Western powers of renewed hostilities. Next month's massive Russia-Belarus war games in western Russia, which are to involve 200,000 troops, will likely trigger new concerns.

Amid the tug-of-war with Moscow, Ukraine has pushed strongly to be allowed to join NATO.

"Ukraine has a very clear strategic goal of becoming a member of NATO," Kuleba told the AP.

Observers are skeptical, however, about Ukraine's ability to secure a road map for NATO membership amid the spiraling conflict in the east and its continuing tensions with Russia.

"The U.S. understands that its European partners are against granting Ukraine a membership action plan because they fear a conflict with Russia," said Volodymyr Fesenko, head of the Penta Center think tank. "The U.S. wants to strengthen its partnership with Europe, and Germany in particular, so it has to take the position of its European partners into account."

The U.S. and its Western allies have warned Ukraine that the pace of its integration into the Euro-Atlantic structures will hinge on its efforts to combat endemic corruption and conduct reforms. When Biden visited Ukraine as vice president in 2015, he urged Ukrainian authorities to step up the fight against graft.

"The demand to fight corruption has become a familiar issue in Ukraine-U.S. talks during the past decades," said Vadim Karasev, an independent Kyiv-based political analyst. "Many in Kyiv accuse the U.S. of turning the fight against corruption into a screen to hide its reluctance to intensify relations with Ukraine."

Before Biden's election, Zelenskyy became an involuntary actor on the U.S. political scene amid the inquiry against U.S. President Donald Trump that led to his impeachment in 2019. The motion was triggered by a phone call in which Trump pushed Zelenskyy to investigate Biden and his son, Hunter, who at the time was on the board of a Ukrainian energy company.

Karasev noted that after Zelenskyy and two of his predecessors all figured in U.S. political scandals, "the toxic nature of the Ukrainian issue makes any U.S. leader act with extreme caution."



### NOTICE OF DRAFT ENVIRONMENTAL ASSESSMENT AVAILABILITY AND PUBLIC HEARING & NOTICE OF PUBLIC COMMENT PERIOD FOR DRAFT ENVIRONMENTAL ASSESSMENT AND PROPOSED SECTION 4(F) DE MINIMIS FINDING

Project: Sterling Safety Corridor Improvements MP 82.5 to 94  
Project No.: CFHWY00130/OA33026

The Alaska Department of Transportation and Public Facilities (DOT&PF) is soliciting comments on a Draft Environmental Assessment (EA) for a proposal to reconstruct approximately 11 miles of the Sterling Highway between Sterling and Soldotna, Alaska. The reconstruction would widen the highway from two to four lanes from approximately MP 82.5 to 94. The purpose of the proposed project is to improve safety and reduce congestion for people and freight along this segment of the highway. Right-of-way acquisition is tentatively scheduled for 2024/2025 and construction is tentatively scheduled to begin in 2026, depending on available funding.

The proposed work would:

- Expand the existing road to a four-lane divided facility
  - Five-lane sections would be constructed to tie into existing lane configurations at each end of the project.
- Install median breaks with dedicated left-turn lanes to accommodate reasonable access to adjacent lands
  - Dedicated right-turn lanes would be installed at some side road intersections.
  - Some access would change to right-in/right-out with U-turn lanes available at the median breaks.
- Adjust access management
  - A portion of Scout Lake Road would be realigned.
  - New frontage and connection roads would be upgraded or constructed.
- Access points would be consolidated and approaches to frontage or connection roads would be realigned.
- Driveways directly accessing the Sterling Highway would be minimized.
- Reconfigure roadway geometry to meet current design standards
- Install or replace weigh-in-motion stations and automated traffic recorders
- Relocate utilities
- Clear and grub vegetation
- Install new or replace striping, signing, lighting, and guardrail
- Construct pedestrian facilities
- Improve storm water drainage facility

DOT&PF also requests public comment on a proposed Section 4(f) de minimis impact finding. The project would impact Scout Lake State Recreation Site (SRS), protected by Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966. The project would require the permanent acquisition of approximately 3.38 acres from two undeveloped parcels within Scout Lake SRS in order to realign Scout Lake Road. In consultation with the officials with jurisdiction over the resource, DOT&PF has assessed the proposal's impacts to Scout Lake SRS and intends to make a finding of de minimis impact (a determination that the project will not adversely affect the features, attributes, or activities that qualify the property for protection after consideration of impact avoidance, minimization, and mitigation or enhancement measures). A copy of the draft de minimis finding is published as an appendix to the Draft EA.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

This project is being developed in compliance with Section 106 of the National Historic Preservation Act; Executive Orders 11990 (Wetlands Protection), 11988 (Floodplain Protection), and 12898 (Environmental Justice); the Clean Air Act; Clean Water Act; Fish and Wildlife Coordination Act; and U.S. DOT Act Section 4(f).

The Draft EA can be viewed online at <http://www.sterlinghighway82to94.com> Hard copies of the Draft EA are available for public review at the Soldotna Public Library and the DOT&PF Central Region office in Anchorage.

An Open Forum Public Hearing to address public comments on the Draft EA will be held on Wednesday, September 8, 2021, at the Soldotna Public Library from 4pm to 6pm. The open forum hearing format allows interested parties to comment orally before a court reporter without a public audience. The purpose of the Public Hearing is to consider the economic, social, and environmental effects of the project and its consistency with the goals and objectives of such urban planning as has been carried out by the community. The Public Hearing will be followed by a Virtual Public Meeting on Thursday, September 9, 2021, from 4pm to 6pm, accessible at the following web address <http://www.sterlinghighway82to94.com> or call-in number: (408) 418-9388 and access code: 146 626 4052.

Written comments can also be sent via email to [info@sterlinghighway82to94.com](mailto:info@sterlinghighway82to94.com), via email to [brian.elliott@alaska.gov](mailto:brian.elliott@alaska.gov), or to the address below by September 24, 2021.

Brian Elliott, Regional Environmental Manager  
DOT&PF Preliminary Design & Environmental  
P.O. Box 196900  
Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Kelly Summers, P.E., Project Manager, at 269-0546 or Drew von Lindern, Environmental Impact Analyst, at 269-0551.

Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public view, we cannot guarantee that we will be able to do so.

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.

DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.





## Attachment F

KSKA-FM Radio Ad Language





# Sterling Safety Corridor MP 82.5-94 Project

## Radio Ad Language

The Sterling Highway Safety Corridor Improvements Milepost 82.5 to 94 Project Team will host a Public Hearing at the Soldotna Public Library on Wednesday, September 8th from 4 to 6 PM and a Virtual Public Meeting via WebEx and telephone at Sterling Highway eighty-two to ninety-four dot com on Thursday, September 9th from 4 PM to 6 PM. Both meetings will provide a project update and solicit input on the Environmental Assessment. Additional project information may be found at Sterling Highway eighty-two to ninety-four dot com. This message is sponsored by the Alaska Department of Transportation and Public Facilities.



## Attachment G

E-Blast



## Sterling Safety Corridor Improvements MP 82.5 - 94

### September 2021 Public Hearing & Virtual Public Meeting

Please join the Sterling Highway Safety Corridor MP 82.5–94 Project Team for an update on the project and a chance to provide input on the Environmental Assessment.



#### Info Kiosk

Wednesday, September 8, 2021  
12:00 PM to 2:00 PM

Soldotna Safeway - 44428 Sterling Hwy, Soldotna, AK 99669



#### Public Hearing

Wednesday, September 8, 2021  
4:00 PM to 6:00 PM

Soldotna Public Library - 235 N. Binkley Street Soldotna, AK 99669



#### Virtual Public Meeting

Thursday, September 9, 2021  
4:00 PM to 6:00 PM

WebEx and telephone log-in information will be available at [www.sterlinghighway82to94.com](http://www.sterlinghighway82to94.com)

For additional project information, visit the project website at [www.sterlinghighway82to94.com](http://www.sterlinghighway82to94.com).



Copyright © 2021 Sterling Highway 82 to 94 Safety Corridor. All rights reserved.  
You are receiving this email because you opted in via our website.

Our mailing address is:  
Sterling Highway 82 to 94 Safety Corridor  
2525 C Street  
Ste 500  
Anchorage, AK 99503

[Add us to your address book](#)

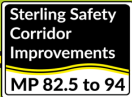
Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).





# Attachment H

Postcard



# Join us for the Sterling Highway Safety Corridor Improvements MP 82.5-94 Project September 2021 Public Hearing and Virtual Public Meeting

Sterling Highway  
Safety Corridor MP 82.5-94  
C/O HDR  
2525 C Street, Suite 500  
Anchorage, AK 99503

PROJECT AREA



[www.sterlinghighway82to94.com](http://www.sterlinghighway82to94.com)



The Sterling Highway Safety Corridor MP 82.5–94 Project Team is pleased to host a Public Hearing and Virtual Public Meeting to provide an update on the project and solicit input on the Environmental Assessment.

### INFO KIOSK

Wednesday  
September 8, 2021  
12:00 PM to 2:00 PM

Soldotna Safeway  
44428 Sterling Hwy  
Soldotna, AK 99669

### PUBLIC HEARING

Wednesday  
September 8, 2021  
4:00 PM to 6:00 PM

Soldotna Public Library  
235 N. Binkley Street  
Soldotna, AK 99669

### VIRTUAL PUBLIC MEETING

Thursday  
September 9, 2021  
4:00 PM to 6:00 PM

WebEx and telephone log-in  
information is available at  
[www.sterlinghighway82to94.com](http://www.sterlinghighway82to94.com)

For questions or additional meeting information:

**Josie Wilson, Public Outreach Lead**

Phone: 907-644-2000

Email: [info@sterlinghighway84to92.com](mailto:info@sterlinghighway84to92.com)

Web: [www.sterlinghighway84to92.com](http://www.sterlinghighway84to92.com)





# Attachment I

Public Hearing Posters





# WELCOME

## Sterling Safety Corridor Improvements — MP 82.5 to 94 PUBLIC MEETING

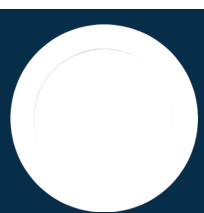


### MEETING PURPOSE:

Learn about the project, ask questions, and provide comments.



This public meeting is being conducted in accordance with the National Environmental Policy Act (NEPA) and 40 CFR § 6.203 for public participation.



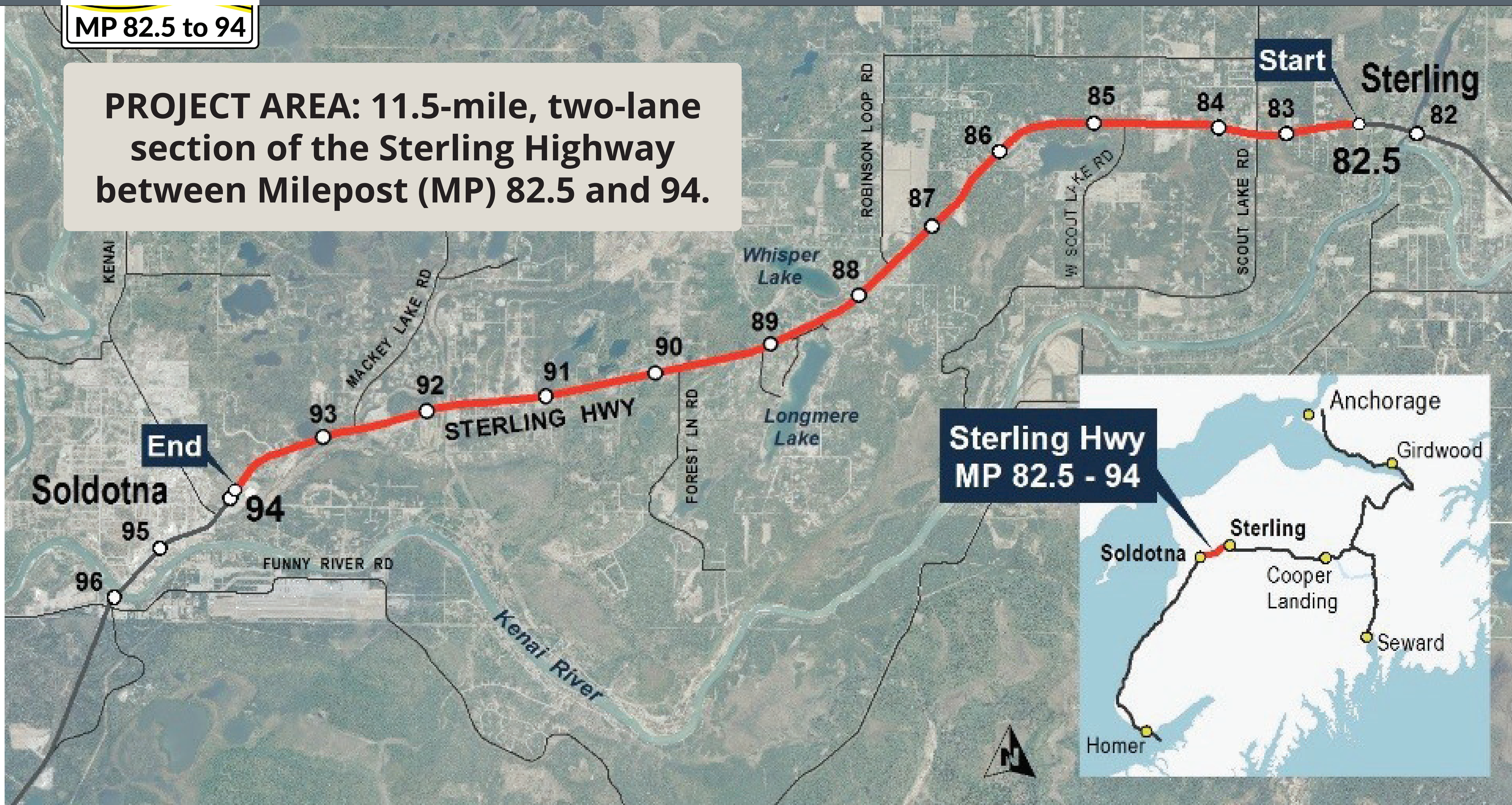


Sterling Safety  
Corridor

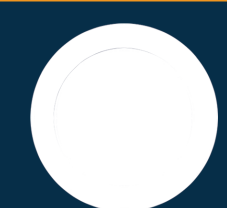
# PROJECT AREA

MP 82.5 to 94

**PROJECT AREA: 11.5-mile, two-lane section of the Sterling Highway between Milepost (MP) 82.5 and 94.**



**Sterling Hwy  
MP 82.5 - 94**





Sterling Safety  
Corridor

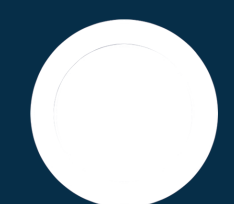
MP 82.5 to 94

# WHAT'S HAPPENING NOW?

**DOT&PF is currently completing an Environmental Assessment (EA) on the proposed project under the National Environmental Protection Act (NEPA). The EA was released for public comment in August 2021.**

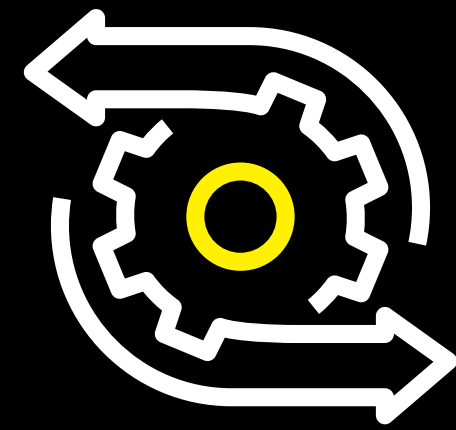
## What is an EA?

An EA documents potential human and environmental consequences of a proposed project. It helps public officials understand if further environmental review is needed, or if the project can move into more advanced design and eventual construction. It also outlines strategies to avoid, minimize, or mitigate environmental impacts.





# DEVELOPMENT AND ALTERNATIVES EVALUATION



## STEP 1 DEVELOPMENT

DOT&PF developed alternatives for proposed improvements based upon:

- Safety: Safety Corridor Study - Sterling Highway: MP 83-93, Sterling to Soldotna (April 2008)
- Congestion: Sterling Highway Safety Corridor Study: Sterling to Soldotna Draft Traffic Analysis Report (February 2018)
- Corridor being selected as a safety corridor in 2009 (4th highest in the state)
- Interim reduced speed limits measures
- Several horizontal and vertical curves throughout the project area
- No dedicated passing lanes or slow-vehicle turnouts exist
- No formal non-motorized facilities
- Traffic volumes increased by over 400% (1977-2006) due to community population growth and increased recreational and tourism traffic
- Public input



## STEP 2 EVALUATION

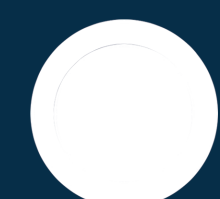
DOT&PF evaluated the five alternatives against a variety of criteria, including (but not limited to):

- Safety
- Capacity
- Mobility
- Environmental resources
- Pedestrian and bicycle access
- Land use
- Costs
- Maintenance considerations

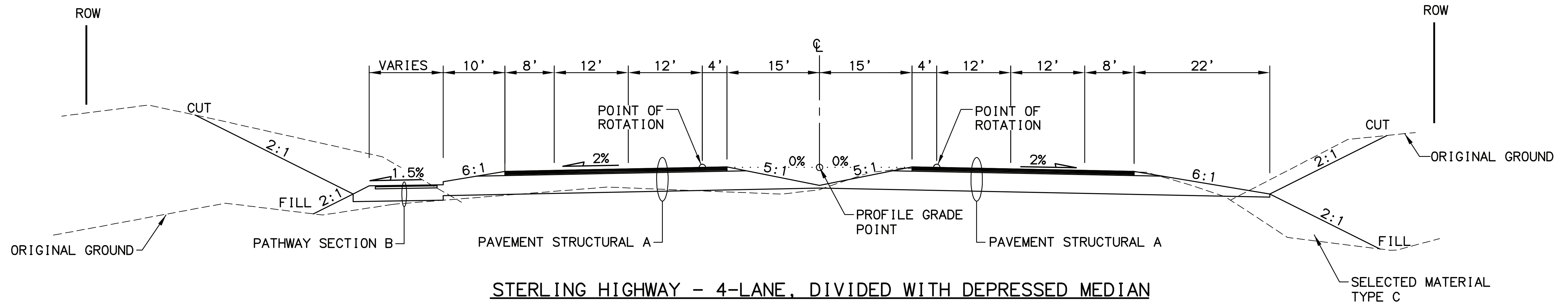


## STEP 3 PREFERRED ALTERNATIVE IDENTIFICATION

The evaluation process helped DOT&PF narrow down options and recommend a preferred alternative with the greatest benefits for all highway travelers.



# PREFERRED ALTERNATIVE



## KEY FEATURES:

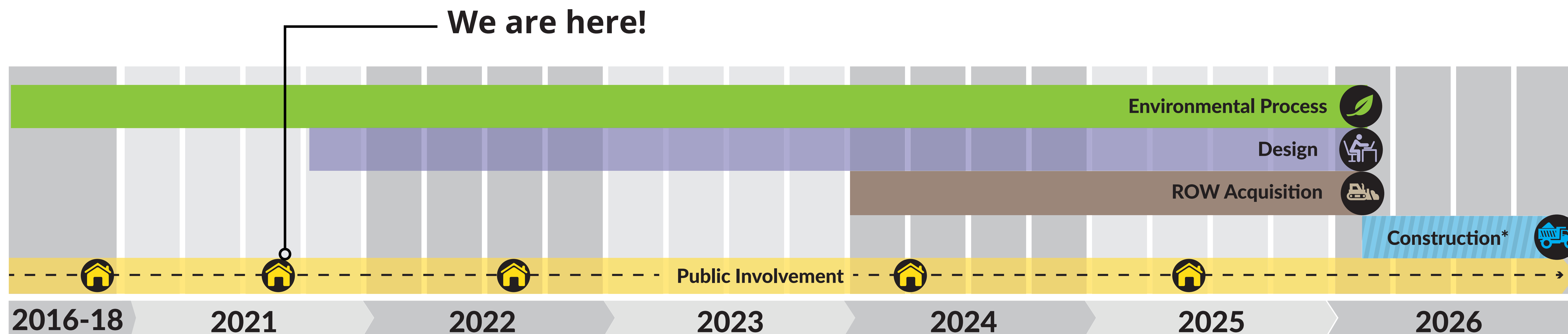
- Four-lane divided highway with depressed median
- Separated bike/pedestrian pathway north of the highway
- Turn lanes
- Intersection realignments with dedicated left turn lanes for U-turns approximately every half mile

## BENEFITS:

- Divided highway and median separates opposing traffic, reducing the risk of head-on collisions.
- Dedicated turn lanes remove turning vehicles from through-lanes, lowering the risk of rear-end collisions.
- Separating bicycle and pedestrian facilities from roadway traffic helps reduce potential injuries from collisions with vehicles.

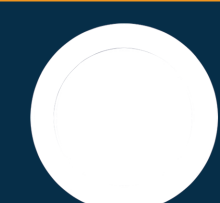
Realigning intersections improves drivers' ability to see farther, which also helps reduce the potential for crashes.

# PROJECT SCHEDULE



\*Indicates that the start of construction is dependent on many factors, including available funding, but is expected to begin in 2026 or later and last up to three seasons Open House

- DOT&PF is currently completing the EA on the proposed project. The EA was released for public comment in August 2021.
- Once the EA is complete, the project team will work on the final design.
- The start of construction is dependent on many factors, but it could begin as soon as 2026 if funding is made available. Construction may take up to three seasons.



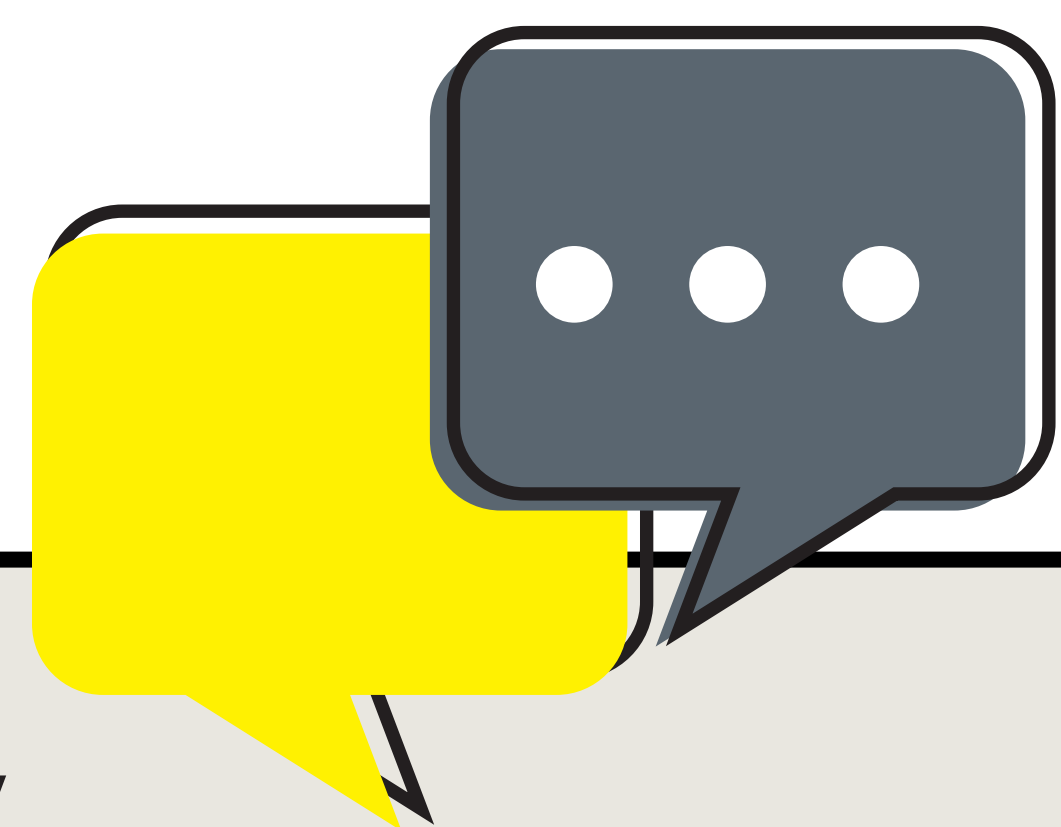


Sterling Safety  
Corridor

MP 82.5 to 94

# CONTACT US!

# We want to hear from you!



Submit your comments here today



Comment online at [sterlinghighway82to94.com](https://sterlinghighway82to94.com)

Email: [info@sterlinghighway82to94.com](mailto:info@sterlinghighway82to94.com)

## Attend the virtual public meeting:



### Virtual Public Meeting

Thursday, September 9, 2021, 4-6 PM



### Join by Computer

Event link and password at:

[www.sterlinghighway82to94.com/PublicInvolvement.html](https://www.sterlinghighway82to94.com/PublicInvolvement.html)

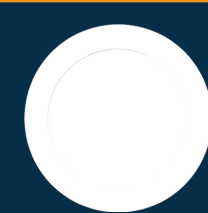


### Join by Phone

+1-408-418-9388 United States Toll

Access code: 146 626 4052

Event password: Sterling (78375464 from phones)





# Attachment J

Virtual Meeting Presentation

# WELCOME

**Sterling Safety Corridor Improvements MP 82.5 – 94**

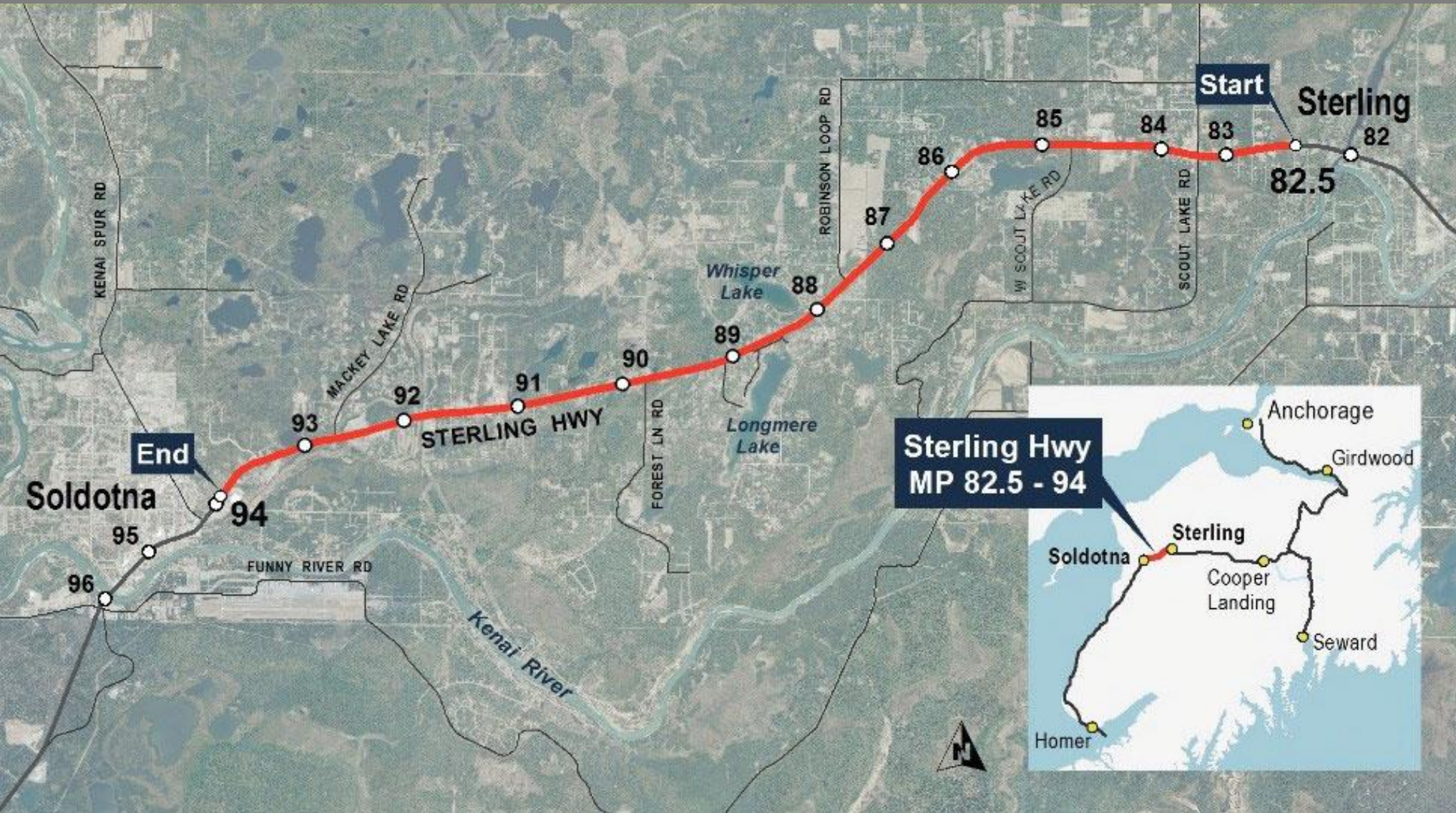
## **Virtual Public Meeting**

### **Meeting Purpose:**

**Learn about the project, ask questions, and provide comments.**



# PROJECT AREA



## Project Area:

11.5-mile, two-lane section of the Sterling Highway between Milepost (MP) 82.5 and 94.



# WHAT'S HAPPENING NOW?



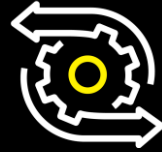
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- No formal non-motorized facilities
- Traffic volumes increased by over 400% (1977-2006) due to community population growth and increased recreational and tourism traffic
- Public input

## Step 2: EVALUATION



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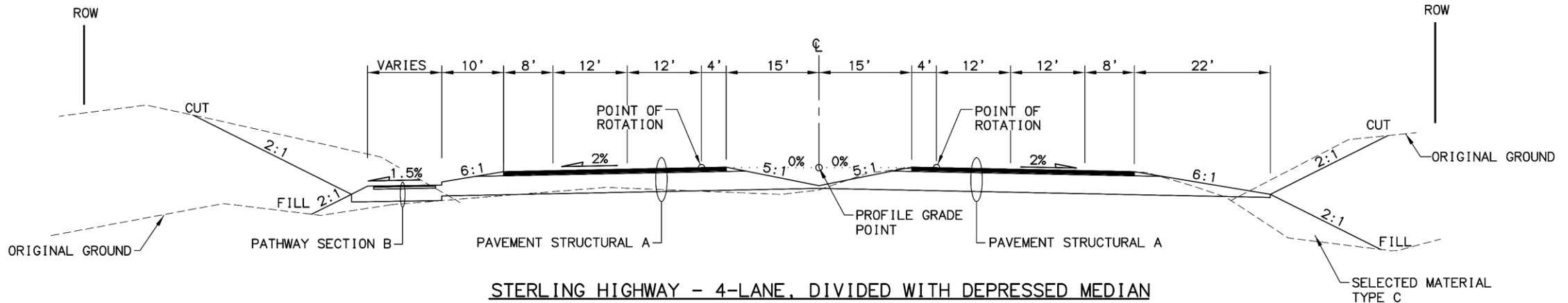
- Safety
- Capacity
- Mobility
- Environmental resources
- Pedestrian and bicycle access
- Land use
- Costs
- Maintenance considerations

## Step 3: PREFERRED ALTERNATIVE IDENTIFICATION



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# PREFERRED ALTERNATIVE



## Key features:

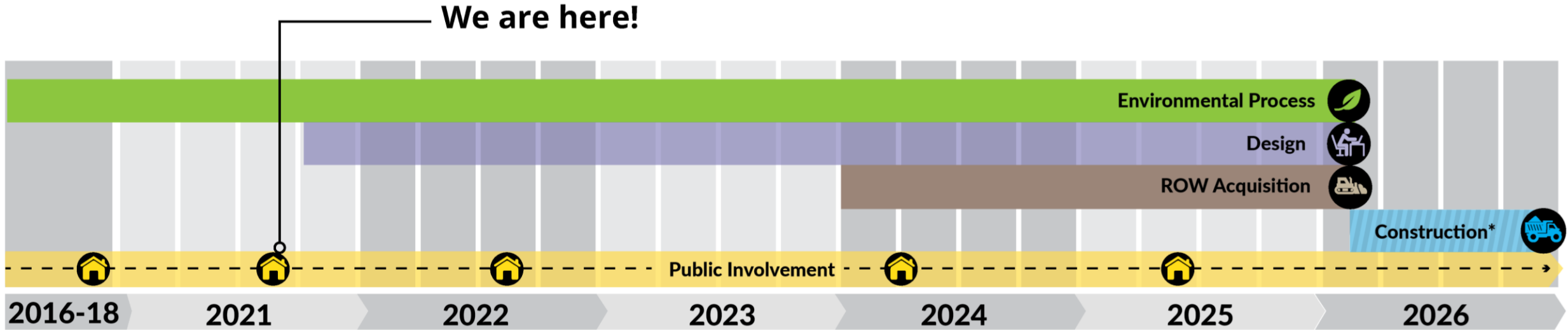
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- Separated bike/pedestrian pathway north of the highway
- Turn lanes
- Intersection realignments with dedicated left turn lanes for U-turns approximately every half mile

## Benefits:

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- Separating bicycle and pedestrian facilities from roadway traffic helps reduce potential injuries from collisions with vehicles.
- Realigning intersections improves drivers' ability to see farther, which also helps reduce the potential for crashes.



# PROJECT SCHEDULE



\*Indicates that the start of construction is dependent on many factors, including available funding, but is expected to begin in 2026 or later and last up to three seasons  Open House

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**Once the EA is complete, the project team will work on the final design.**

**The start of construction is dependent on many factors, but it could begin as soon as 2026 if funding is made available. Construction may take up to three seasons.**

# WE WANT TO HEAR FROM YOU

**Submit your comments and ask questions here today!**

---

**Messages may also be sent to the Project team anytime via the project website or email.**



**Online:**

[sterlinghighway82to94.com](http://sterlinghighway82to94.com)





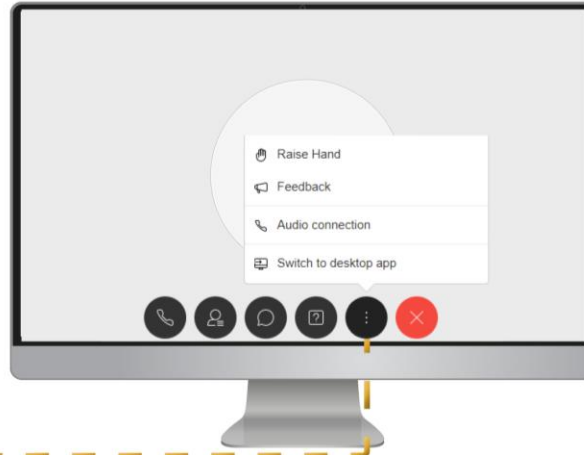
**Email:**

[info@sterlinghighway82to94.com](mailto:info@sterlinghighway82to94.com)



# RAISING YOUR HAND

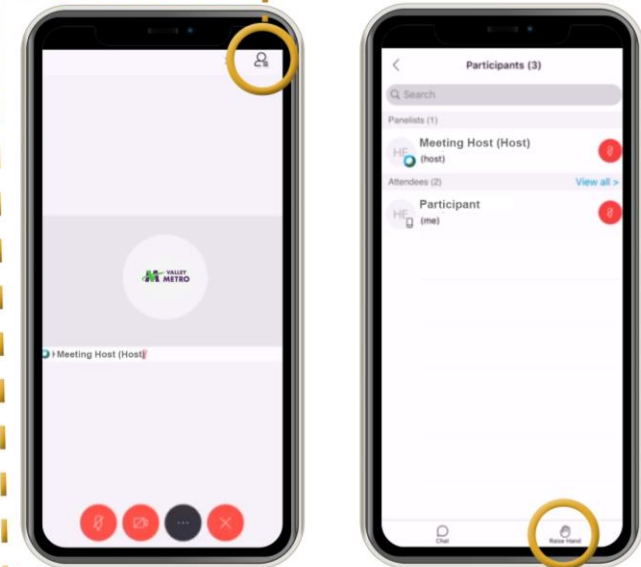
## Internet Browser

1. Select  icon
2. Select “ Raise Hand”
3. Wait to be unmuted by host
4. Select “Lower Hand” after speaking





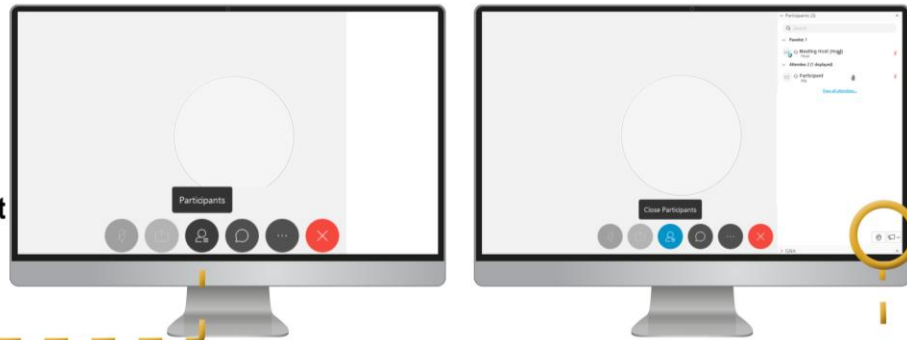
## Mobile App

1. Select  icon
2. Select  icon
3. Wait to be unmuted by host
4. Select “Lower Hand” after speaking




## Webex Software

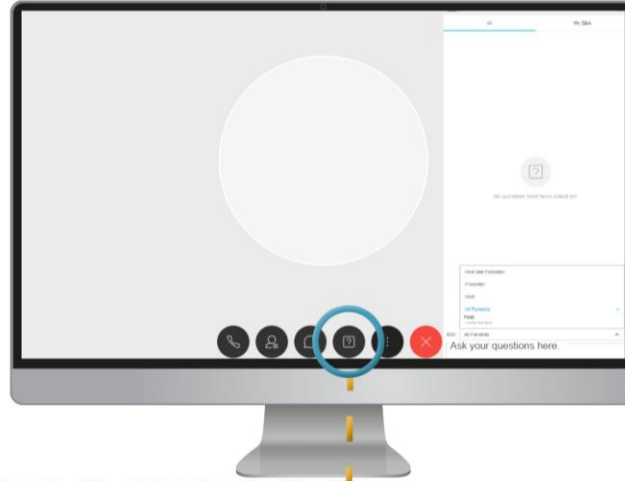
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3. Wait to be unmuted by host
4. Select “Lower Hand” after speaking



# ASKING A QUESTION

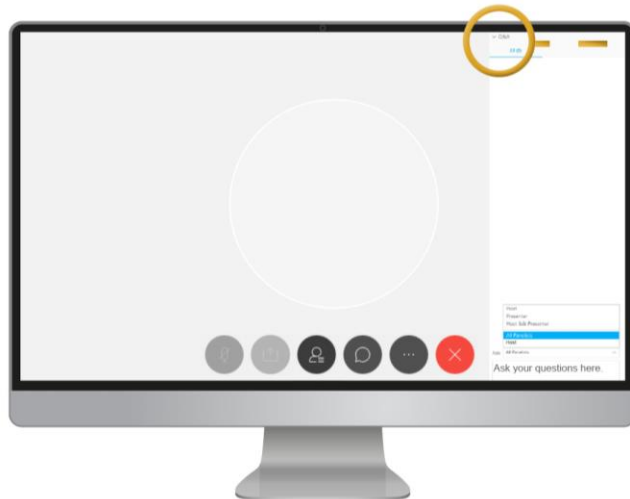
## Internet Browser

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2. Type your question
3. Select recipient (Host, Panelists or both)
4. Click "Send"





## Webex Software

1. Select "v Q&A"
2. Type your question
3. Select recipient (Host, Panelists or both)
4. Click "Send"



## Mobile App

1. Select  icon
2. Select  icon
3. Type your question in the box
4. Select recipients (Hosts, Panelists or both)
5. Click "Send"





# Thank you!

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**Messages may also be sent to the Project team  
anytime via the project website or email.**



**Online:**

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**Email:**

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# Attachment K

Comment Log

## Sterling Safety Corridor Improvements MP 82.5-94

## Comment Log

Comment Number	Date	Comment Type	Commenter	Organization	Comment	Response Date	Responded By	Response
1	3/12/2020	Email	Cody Neuendorf	Homer Electric Association	<p>Hello: My name is Cody Neuendorf, I am the Land Management Officer for Homer Electric Association, Inc. (HEA) based in Kenai, AK. I'm currently looking into acquisition of up to three (3) parcels adjacent to our Soldotna Substation, at the intersection of N. Boundary St. and the Sterling Hwy. (~MP 92) in Soldotna. I see from a previous warranty deed (attached) that ROW acquisition was done on these three parcels to accommodate Project IR-0A3-3(3). I know it is early in the design phase for Project No. CFHWY00130, but do you know whether the current design will require additional ROW acquisition for these three parcels? Best Regards, Cody Neuendorf, SR/WA Land Management Officer</p>	3/20/2020	Kelly Summers	<p>Hi Cody, At this time our design does not anticipate additional ROW needs in this area. Thank you for your interest in this project. Sincerely, Kelly Summers, PE Project Manager State of Alaska Department of Transportation &amp; Public Facilities Preliminary Design &amp; Environmental</p>
2	6/12/2020	Phone Call	Jim	Public	<p>Soldotna – Sterling: MP 82-94. 907-398-8384 – Jim Wants to pass on his frustration with the lack of progress on this project; 4/1/1990 first day of work in Alaska. Utilities were just getting completed on this project. Now, 30 years later, we only have 2 lanes. Frustrated for so many years. Not directly affected as he is retired, but there can be bumper to bumper traffic. 30 years? Why is this taking so long??? We don't have to worry about ROW or Utilities, so why is that taking so long? By the way, he heard that Charlie (Good Time Charlie's) was selling his liquor license.</p>	6/12/2020	Katherine Wood	<p>No need to follow up; Katherine provided a listening ear.</p>
3	8/18/2021	Phone Call with Josie Wilson	Heather Cramer	Public	<p>Phone call to Josie at 4:00pm on August 18, 2021</p>	8/19/2021	Josie Wilson	<p>Fiancé: John Whittemore (John is the owner) Phone: John (907) 953-6824, Heather (907) 690-2710 Email: John – kenapilot@protonmail.com, Heather - mypinkpony@protonmail.com Address: MP 84.5, 3565 Sterling Highway They are located directly across from the Oakey Café (sp?) on a private drive</p> <p>Their concerns:</p> <ol style="list-style-type: none"> <li>1.Loosing land – they feel their property is on the ROW acquisition list and they don't want to lose their property.</li> <li>2.Overall noise of new road – they are worried that this road will create more road noise for them</li> <li>3.Construction noise/impacts – they are concerned that during construction (if road is built) that they will be significantly bothered by the construction noise and other construction impacts.</li> <li>4.Validity and project need – they think this project is not needed and that the "safety" purpose is inaccurate.</li> </ol> <p>Josie let Heather know that someone from the project team would contact her in the near future. Heather and John are aware of the public meeting and plan on attending.</p>
4a	8/18/2021	Email	John Whittemore	Public	<p>Kelly and Josie, "Between MP 82.5 and 94, the Sterling Highway has a high rate of fatal and major injury crashes". This statement is a bold faced lie. We've lived here for six years now, around mile marker 84.5, and during that time there has NEVER been a major injury or fatal crash. In fact, NEVER even been a fender bender.  This is unnecessary work, an unnecessary expense, and we vehemently oppose it.  John Whittemore +1 (907) 953-6824  Cc. Peter Micciche, Ben Carpenter</p>	8/18/2021	Josie Wilson	<p>Hi John, This is Josie Wilson, your public involvement person on this project.  I just hung up the phone with Heather who also expressed your concern and several other important items for the project team to consider. I told Heather that I will formally document your concerns for the project team. Public comment is a critical component of the Environmental Assessment (EA) process and your feedback is very important to the project team. So, thank you so much for contacting us! I have also added your and Heather's emails to our project communication email list to keep you informed.  As I promised Heather, I will have the project team contact you to follow up. Your concerns are helpful in this environmental analysis phase and crucial for the project team.  I hope to meet you and Heather in person in a few weeks at the public meeting. ☺  Again, thank you for taking the time to email and contact us. If you have any other questions or concerns, please email or call anytime.  Sincerely,</p>

4b					<p>Josie,</p> <p>Thank you very much for your quick response and talking with Heather. We will both be at the meeting in person and will have prepared statements to read, setting the record straight.</p> <p>John</p>			<p>Looking forward to meeting you both!! ☺</p> <p>~Josie</p>
5a	8/27/2021	Phone	Tom Bearup	Public	<p>Hi Josie,</p> <p>This is Tom Bearup down in Soldotna. I never heard back from you. Maybe you tried to call me, and I didn't get the message. My number is (907)953-9233. Again, thank you. This is Tom Bearup at MP 91 Sterling Hwy.</p> <p>Thanks. Bye.</p>	8/31/2021	Alice Rademacher	<p>Voicemail left for Tom Bearup at 9:43AM.</p> <p>Hi Mr. Bearup. My name is Alice, and I am a Public Involvement Coordinator for the Sterling Safety Corridor Improvements Project.</p> <p>Josie let me know that you called and left her a message last week. Unfortunately, she isn't feeling well and is currently not in the office</p> <p>I'm returning your call so we can document your concerns as a formal comment in the Project's comment log and coordinate any future follow up.</p> <p>My phone number is (907)644-2006. Please feel free to return my call when it is best for you.</p> <p>I hope that you have a great day.</p> <p>Thank you, goodbye.</p>
6	8/20/2021	Email	Colleen Sherman		<p>Hello Josie Wilson, first I want to let you know that the postcard I received has 2 different web addresses which leads to confusion when attempting to contact or look up the project online. I believe the numbers were just messed up.</p> <p>My comments since my husband and I will be out moose hunting during the public hearing.....</p> <p>I wonder first if there are any plans for noise control??? We live at the end of Longmere Lake and when we first moved out there was quiet. Since the State or whoever decided to mow down all the trees along both sides of the highway for "safety" we now hear the highway noise considerably. So, now with your intentions of widening the highway even more will only make the noise extremely louder than it already is. How can we prevent that from happening? Have you considered noise barriers to decrease this from happening?? What recourses do home owners have that have lived there for 35 + years other than moving which isn't going to happen?</p> <p>I look forward to hearing from you regarding this matter.</p> <p>Sincerely, Colleen Sherman</p>	10/7/2021	Josie Wilson	<p>Hi Colleen,</p> <p>I just wanted to send you an email to make sure you knew that your comment and question has been documented and being considered by the project team.☺</p> <p>Noise control is an important aspect of this project and being evaluated as part of the Environmental Assessment.</p> <p>If you have any other questions or comments you would like included for project leadership, just let me know.</p> <p>Thank you very much for taking the time to provide comments and input for this project.</p> <p>Much appreciated, ~Josie</p>
7a	9/8/2021	Email	Steve Horn	Public	<p>Alice</p> <p>We met at the kiosk at Safeway today. I tried to access the website to submit my comments but the website is not working. Additionally, I tried to send an email to the address on the postcard and it immediately bounced back. How do we submit comments? And how do we access info about the Virtual Town Hall Meeting?</p> <p>Thank you</p> <p>Steve</p>	9/9/2021	Alice Rademacher	<p>Good Morning Steve,</p> <p>Thank you for reaching out!</p> <p>I'm sorry that the website did not load for you yesterday. I just checked the project website and it's currently working. Please try the website again this morning. If you're still having issues, then I will work with our webmaster to get that resolved.</p> <p>Project Website: <a href="http://www.sterlinghighway82to94.com">www.sterlinghighway82to94.com</a></p> <p>You may submit comments to the email address (cc'd on this email) at <a href="mailto:info@sterlinghighway82to94.com">info@sterlinghighway82to94.com</a> and during tonight's Virtual Public Meeting from 4:00PM – 6:00PM. The meeting log-in information is on the website at <a href="http://www.sterlinghighway82to94.com/PublicInvolvement.html">http://www.sterlinghighway82to94.com/PublicInvolvement.html</a> and copied below.</p> <p>Join by Computer</p> <p>Event link: <a href="https://meethdr.webex.com/meethdr/j;php?MTID=m810cdbf0853d8fb41ce7658feb77564">https://meethdr.webex.com/meethdr/j;php?MTID=m810cdbf0853d8fb41ce7658feb77564</a></p> <p>Event number: 146 626 4052</p> <p>Event password: Sterling</p> <p>Join by Phone</p> <p>+1-408-418-9388 United States Toll</p> <p>Access code: 146 626 4052</p> <p>Event password: Sterling (78375464 from phones)</p>
7b	9/8/2021	Email	Steve Horn	Public	<p>Thanx</p>			<p>no response necessary/documentated for EA consideration</p>
8a					<p>Hello, My name is Heather Cramer. For the record that is spelled C-R-A-M-E-R. I am a lifelong Alaskan, and a resident of Sterling.</p> <p>I am going to start out my piece by first thanking Kelly Summers the Project Manager for listening to my rant yesterday on the telephone. Kelly, talking with you has helped me to put my feelings better into words now to more effectively communicate my piece here today. So Kelly, thank-you.</p>			<p>no response necessary/documentated for EA consideration</p>



8b					<p>I would like to begin by telling you all exactly how me and my fiance John sitting over there, are directly affected by the proposed expansion of the Sterling Highway from MP 82.5-94. John and I own 40 acres alongside the Sterling Highway at approximately MP 84.5. We have a private road that leads from the Sterling Highway to our house.</p> <p>John and I work from home so we see and hear the Sterling Highway everyday. My main concerns about this project include is that it is going to make it dangerous for John and I to drive onto a 5 lane Sterling Highway from our driveway especially in the winter. I am worried that when I want to drive into town (Soldotna), I will have to cross three lanes of traffic, two lanes off oncoming traffic in order to get into the first lane heading to Soldotna.</p> <p>Having to cross two lanes of oncoming traffic will put my family at risk of being hit by these two lanes of oncoming traffic that I will now have to dart across.</p>			no response necessary/documentated for EA consideration
8c					<p>Let's talk about the noise issues caused by the Sterling Highway. My fiance John and I live on a beautiful 40 acre plot. Our house sits approximately 200 feet from the existing Sterling Highway. The road noise is incessant.</p> <p>With the windows in our house closed we always hear the road noise. We hear the 18-wheeler throwing his Jake- break, we hear the RV's buzzing the lines at the side of the road to warn drivers they are weaving. We hear the drivers who illegally use studded tires in June.</p> <p>It is rare that John and I are able to enjoy the sound of nature, like rain drops on our roof, or the sounds of tweeting birds in the spring. These sounds are there, but the constant hum of the traffic on the Sterling Highways masks it all. With going from two lanes on the Sterling Highway to 5 lanes, this will effectively double the amount of road noise John and I currently hear from inside our home, albeit with the windows closed.</p> <p>Doubling the road noise on the Sterling Highway will lower our quality of life and</p>			no response necessary/documentated for EA consideration
8d	9/8/2021	Letter	Heather Cramer	Public	<p>I am told the main reason to widen the Sterling highway is because the State Troopers report of vehicular accidents alongside the Sterling Highway, I believe the statistics are back from 2008. Now let's look at this from a logical perspective.</p>			no response necessary/documentated for EA consideration
8e					<p>Right now the two lane Sterling Highway's posted speed limit varies from 45 MPH to 55 MPH from the Sterling Post office headed into Soldotna. Currently there are two lanes of traffic on the Sterling Highway, each lane heading in an opposite direction, and in very few places, a middle turn lane.</p>			
8f					<p>Right now vehicular high speeds average 5 to 10 MPH over the posted speed limit. Let's face it folk, most people speed illegally. Now, if the reason we are expanding the Sterling Highway is because of car accidents, wouldn't an increase in vehicle speed on the Sterling Highway cause more car accidents?</p> <p>Of course it would. With the proposed 5 lane Sterling Highway expansion. That would mean that traffic can flow organically because those who wish to drive 70 MPH Sterling Highway, no longer has to wait for dashed line to pass the person driving 55 MPH.</p> <p>So effectively, the speed limit restraints will be lifted and people can (AND WILL) drive as fast as they want to on the proposed 5 lane Sterling Highway.</p> <p>vehicles are driving anywhere from 55 MPH to 70 MPH, as I spoke about earlier, (those who speed).</p>			no response necessary/documentated for EA consideration
8g					<p>This means that Moose and human car accidents will increase because the moose now have a farther distance to cross (5 lanes of highway instead of 2 lanes of highway) AND the moose will have to contend with increased vehicle speed, which decreases breaking distance and increases the inevitability of Moose and Human Vehicular accidents.</p> <p>Now Wait a Minute... Now isn't the purpose of this road expansion to decrease motorvehicle accidents?</p> <p>And to be honest, if people are bad enough drivers to get into a car accident in the first place, then we should allow them the opportunity to learn from their mistake. We should not make Alaska into a Nanny State, Where we try to keep people from making mistakes</p>			no response necessary/documentated for EA consideration

8h					<p>Since I have your attention, I will now tell you what we do need on the Sterling Highway. There are two areas on the Sterling Highway that need attention.</p> <p>The first of these two areas is the area of Sterling Highway where AML and Big Johns convenience store is located. With the 18-wheelers that trying to make the turn into the don't need it. And our Federal tax dollars should be spent somewhere else.</p>			no response necessary/documentated for EA consideration
9	9/8/2021	Comment Form	Jack Foster	Public	Please provide left turn and right turn on Forest Lane approaching Sterling Hwy. at mile 89.			no response necessary/documentated for EA consideration
10	9/8/2021	Comment Form	Mallory Hugues	Public	<p>I am TOTALLY against a depressed median. To go to the grocery store across the street, it will make us go 4 or so miles. I have no problem with 4 lanes with a middle turn lane, but this is too residential an area to make everyone go a couple mile to get to a neighbor's house or one of the many businesses in the area.</p> <p>Our economy is hurting. This will cause an economic disaster to all the businesses along this supposed "safety" corridor. Gas prices are through the roof this will cause a hardship for many along this route.</p> <p>I don't see how making people make a U turn at one of the proposed exits is safe when you have to turn around in traffic going SS.</p>			no response necessary/documentated for EA consideration
11	9/8/2021	Comment Form	Pete & Linda Nichols	Public	<p>1. To go to store across the road we will have to drive 2 miles right to turn left and 2 miles again to go home</p> <p>2. It takes away from the rural atmosphere that you come to Alaska for.</p> <p>3. Put a fifth lane in the middle to turn.</p> <p>4. There are too many homes that will be inconvenient.</p> <p>5. No room to turn a large rig around in U turn.</p> <p>6. You will cause more traffic problems with all traffic problems with all traffic needing to go North to go South. Just need a turning lane in the middle.</p>			no response necessary/documentated for EA consideration
12	9/8/2021	Comment Form	Kathleen Rearden	Public	<p>My concern is the noise that this will create. I do understand the concern regarding the traffic and each year that it seems to increase.</p> <p>When they start construction projects with a highway they always ear down the trees (which is the natural sound barrier) which then creates an obnoxious loud noise. We are already impacted by beetle kill of thousands of spruce trees. Now you take even more trees down the noise already unbearable.</p> <p>I pay to lease on 4.5 acres, we love our property although the noise most times is deafening.</p> <p>Again, the noise factor is my biggest concern.</p> <p>Thank you for the chance to say something.</p>			no response necessary/documentated for EA consideration
13	9/8/2021	Comment Form	Jerry Rombach	Public	Good forum. Lots of good answers.			no response necessary/documentated for EA consideration
14a					<p>My Comments regarding Sterling Safety Corridor Improvements MP 82.5 to 94</p> <p>We live right off the Sterling Highway near mile post 84.5 and have lived there for about seven years.</p> <p>I wish to voice my opposition to this project. It is unnecessary and will increase traffic problems- not reduce them. I will start by refuting information listed on the project's website. <a href="http://www.sterlinghighway82to94.com">http:// www.sterlinghighway82to94.com</a></p>			no response necessary/documentated for EA consideration
14b					<p>The statement "Between MP 82.5 and 94, the Sterling Highway has a high rate of fatal and major injury crashes, is over capacity, and does not function efficiently during commuter hours and summer peak traffic times" is simply not true, none of that statement is.</p> <p>In my seven years watching traffic go past during Spring, Summer, Fall and Winter, and driving almost daily during those same four seasons, I have never seen a "high rate of fatal and major injury crashes". In point of fact I've never seen ANY obvious "fatal and major injury crashes" in this area. I've only seen a couple of minor crashes. Certainly none more than anywhere else, and definitely not enough to warrant major road modification and construction.</p>			no response necessary/documentated for EA consideration
14c					<p>During this same time period, which is both before and during Covid, I've never thought to myself that this section of the Sterling Highway is "over capacity, and does not function efficiently during commuter hours and summer peak traffic times". All aspects of this statement are also simply not true. I can count on one hand the number of times I've had to wait more than a minute to exit our driveway onto the Sterling Highway in either direction. I have to wait longer at traffic lights in Soldotna and Kenai then to get on the Highway.</p> <p>Here is the reality of the traffic situation from Sterling to Soldotna. There is a decided difference between our day to day commutes and when Anchorage comes to town.</p>			no response necessary/documentated for EA consideration

14d	9/8/2021	Leter	No name given	Public	Day to day on the two lane portion of the highway one might find themselves behind someone going 45mph, or clear sailing and most cars doing 60mph. In either case the majority of Kenai Peninsula drivers are very patient. There is rarely any tailgating and rarely any passing, illegal or otherwise. We accept the speed as it is. I love that about where we live. Conversely, when Anchorage comes to town they bring their impatience with them. In the four lane stretch of Sterling, speed limit 45mph, it's not uncommon for those drivers to go as fast as 70mph while the Peninsula drivers are going 45 to 50. On the two lane stretch of highway the big city drivers are forced to slow to our speed, some are patient, some are not, but all are forced to go with the flow of traffic.			no response necessary/documentated for EA consideration
14e					Widening the two lane stretch of highway will increase traffic accidents, increase the severity of accidents, will greatly increase speeding, and with drivers in the slow lane going 45-50 and drivers in the fast lane going 65-70 it will be even more difficult and dangerous entering the highway from intersecting driveways and roads. <u>Understanding this is just common sense.</u>			no response necessary/documentated for EA consideration
14f					Because of the increased level and amount of speeding this project will cause, the State Troopers will have expand their number of officers and associated costs to increase patrols on this section of highway, which will lead to speed traps (to help offset the additional cost) which will lead to greater animosity between the citizens and the Troopers, something I'm sure both the Troopers and us citizens would prefer to avoid.			no response necessary/documentated for EA consideration
14g					Additionally we live in the midst of the Kenai National Wildlife Refuge which it is my understanding was established in an attempt to help the dwindling moose population. Every year we have female moose raising their calves on our place, and this is generational. These moose very occasionally cross the Sterling Highway. With its current two lane configuration and reduced highway speed moose accomplish this in relative safety. In fact in our area in seven years I've never seen an accident between a moose and vehicle nor the remnants of one. Widening the road to five lanes will make it much more treacherous for the moose to cross for the same reasons it will be more treacherous for us to enter the highway. And the wide open road will lull drivers into complacency where they will be less likely to see moose. Not only will this project create unnecessary dangerous driving conditions that don't exist today, but it also seems contrary to the purpose of the Kenai National Wildlife Refuge of which we live within.			no response necessary/documentated for EA consideration
14h					From mile post 82.5 to mile post 94 is eleven and one-half miles. At 60mph that takes 11.5 minutes. At 50mph that takes about 14 minutes. Two and one-half minutes longer to drive from Sterling to Soldotna or back. I have no doubt that Anchorage desires to save this 2.5 minutes (and more) no matter the cost, but I can't imagine that those of us that live in this area see it the same way. There are certainly a couple of sections of the highway that have minor congestion problems that last for only minutes of a 24 hour day. One is where Mackey Lake Road enters the Sterling Highway. The duration of the congestion is brief but if I lived on that road I would appreciate a solution. A traffic light would create additional congestion. Perhaps a true round-about (not a faux-round-about like we see in Soldotna) would answer this. Keeping traffic flowing while slowing it, providing enough time for Mackey Lake Road traffic to enter the highway safely and quickly.			no response necessary/documentated for EA consideration
14i					In closing this "Sterling Highway Safety Corridor Improvements MP 82.5-94 Project" is clearly a solution that is searching for a problem, and an unnecessary expense. I oppose it and a copy of this statement has been sent to: Governor Mike Dunleavy Mayor Charlie Pierce Senator Peter Micciche Representative Ronald Gillham Thank you for your time.			
15a								Hi Sterling Highway Corrido Improvement project,  I was out of state when you held your recent public meetings for the Sterling Corrido MP 84.5 – 94 improvement project. I have commented in the past and wanted to attend the meeting but I was unable. Do you have a summary of the meeting that you can share with me?  Comments that I have:

15b	9/15/2021	Email	Ric Plate	Public	The traffic is heavy in the summer, especially during the fishing season, but other times too. Additionally, morning rush hour traffic and evening rush hour traffic has increased noticeably in the past few years. It can be especially difficult to access the Sterling highway in winter driving conditions because of reduced visibility and icy roads.	10/7/2021	Josie Wilson	questions have been documented and being considered by the project team.☺
15c					I live on Forest Lane (MP 89.9) and frequently it is difficult to get onto the Sterling Highway. Particularly when we are turning left, across the traffic, towards Soldotna. There are no breaks in the oncoming traffic from Sterling (towards Soldotna). While I think a 4-lane, divided highway will be a big improvement in the traffic flow it will not greatly improve access onto the highway from the side roads. I suggest adding a traffic light midway along the route provide a break in the traffic; a traffic light at the Forest Lane/Jim Dahler or the western Robinson Loop intersections would be helpful.			Additionally, the Environmental Lead on the project will be reviewing your questions and responding.  If you have any other questions or comments you would like included for project leadership, just let me know.  Thank you very much for taking the time to provide comments and input for this project.
15d					I also suggest adding some right hand turn lanes at the major side road intersections to reduce rear end collision and slowing down traffic.			Much appreciated, Josie Wilson Public Involvement (907) 644-2000 info@sterlinghighway82to94.com
15e					How will vehicles access the Sterling highway if they are not located at an intersection? Will this mean vehicles will have to turn right to go left and then do a U-turn at the intersections? Won't that increase vehicle collisions and congestion? Installing frontage roads seem necessary.			
15f					The development of alternate, parallel routes seems prudent. Alternate, parallel routes would reduce traffic congestion. And in the event of a road closure (accidents, etc.) the public would have an alternate route to reach their destination. All of our transportation is dependent on a single road.			
15g					It seems a great lack of responsibility on the part of DOT that this project is taking so long to complete. DOT has known long before 2009 that "the Sterling Highway has a high rate of fatal and major injury crashes, is over capacity, and does not function efficiently". The silly "Safety Corridor" designation only increases cash flow to the state for traffic violations but does not significantly improve safety. Assuming the improvements start by 2026 a span of nearly 20-years will have passed. Why has this project taken so long, especially since the State has recognized the crash rate along this portion of the highway "have historically been higher than the statewide average"?			
15h					Your project overview, on your web page neglects to mention the left turn lane that DOT added at the Forest Lane/Jim Dahler intersection.  Thank you for the chance to comment. Ric Plate			
16	9/20/2021	Email	Steve Horn	Public	<p>Sterling Highway Safety Corridor 82-94 – Comments</p> <ul style="list-style-type: none"> <li>•How do people on the south side of the highway access the trail on the north side of the highway?</li> <li>•Please install a traffic light at Boundary Avenue.</li> <li>•Prefer a 5 lane with center turn lane. While the center lane is classified as a turn only lane, in reality and practice, it is also used as a MERGE lane. During the summertime this is a safe way to try and get on the highway during peak traffic times.</li> <li>•There is a high level of ATV traffic alongside existing road during all seasons. A grass median between the traffic lanes would provide another trail for these vehicles and cause distraction and danger to car and truck traffic on the four lanes.</li> <li>•It is very difficult to get on the highway from side roads during June to August. Turning right to get to the intermittent u turn areas would be very inconvenient to the local residents that put up with crazy drivers.</li> </ul> <p>Thank you Steve Horn</p>	9/20/2021	Alice Rademacher	<p>Good Morning Steve,</p> <p>Thank you for reaching out to us. I added your comments to the comment log and the project team will be in response shortly.</p> <p>Please send all future emails to the project email address at info@sterlinghighway82to94.com. The email address you were previously trying to correspond with had two incorrect milepost numbers as noted here in red (info@sterlinghighway84to92.com).</p> <p>Again, thank you for contacting us and please don't hesitate to reach out with additional comments, questions, or concerns.</p> <p>Thank you, -Alice</p>



14	10/7/2021	Email	Dottie Hill	Public	<p>I have lived at 301 Fairway Circle for approximately 11 years. Over this time I have watched, experienced and heard the increase in traffic on "my" section of the highway between milepost 91 and 90. It has become increasingly difficult to enter the highway using a left hand turn heading toward downtown Soldotna and almost impossible during the summer months. I believe that reducing the speed on the highway within the Soldotna city limits would help reduce the potential for accidents and facilitate ease of entering and exiting the highway for residents and businesses alike. I have questioned why this has not been done sooner just as the speed limits on both the Sterling section of the highway and the Kenai Spur highway do. I find it puzzling that both of those highways that have two lanes for traffic to operate with 45 mph speed limits while the one lane section within the Soldotna city limits remains at 55 mph! Adding to the lack of reduced speed limits on this section of the highway is the incentive for commercial trucks, along with all private vehicles, to speed up in anticipation of the uphill climb from the Soldotna Creek dip. The open visibility and the incline cause many drivers to increase their speed above the posted 55mph. The combination of these variables causes me to request that speeds be reduced from 55 to 45 mph not just at Whistle Hill but moved back to the Soldotna city limits near Boundary Dr. This would benefit both businesses and residents along this stretch of the highway.</p> <p>Thanks you for your consideration, Dottie Hill</p>	10/7/2021	Josie Wilson	
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