

# Sterling Highway MP 45-60 Project

## Frequently Asked Questions

Updated April 2021



### 1. How can I get construction updates on the project?

For construction updates, please visit Alaska Navigator ([alaskanavigator.org](http://alaskanavigator.org)), the Alaska Department of Transportation and Public Facilities' (DOT&PF's) construction website, and search for "STERLING HIGHWAY MP 45 to 60". For traffic delays and closures, visit DOT&PF's travel alert system ([Alaska.511.gov](http://Alaska.511.gov)). Select "My 511," and on this page you can create an account, identify frequently used routes, and sign up for text message or email alerts.

### 2. I have a business or rental property that I'd like to make available to the contractors. How do I do that?

Please share your information with the project team contact listed below. We are keeping a housing options document and are making that available to contractors and field crews.  
Katherine Wood, Public Involvement, HDR  
Email: [sterlinghwy@hdrinc.com](mailto:sterlinghwy@hdrinc.com) Phone: 907-644-2153

### 3. Will there be more firewood made available? How will I know?

It's likely that we will again be able to offer firewood to the public this season. We will post information on the website and also share it via email. Sign up for our [email list](#) to get updates.

### 4. Where does the new alignment section begin and end? Is this a newly proposed alignment?

The new alignment begins at Milepost (MP) 46.2 and ends at MP 56. This is not a newly proposed alignment. It is consistent with how the Juneau Creek Alternative has been portrayed to the public since 2004.

### 5. What are the construction details for Phase 1A?

Phase 1A was awarded to Scarsella Brothers for \$20 million. Construction is scheduled to be completed by fall of 2022.

### 6. Can we add a pathway to the new alignment?

Yes, a pathway will be constructed along the new alignment. The pathway will have minimal impact to the highway footprint and will incorporate material that was originally planned to be hauled to a waste site. What can we actually change at the design phase?

We cannot change major items that were approved in the environmental phase (Environmental Impact Statement [EIS]/Record of Decision [ROD]). For example, we cannot reconsider other alternatives, change the overall alignment, or add or subtract major components. Design done during the environmental phase was at a conceptual level (15 percent complete), to locate the alignment and major features. This is standard practice for the environmental phase. Now, engineers are taking the alignment, major features, and EIS commitments to design the road with enough detail that a

contractor can estimate and construct the project phases. Items that can change during the design include:

- » how connections to driveways are made
- » pullout configurations
- » features of the Resurrection Pass Trailhead
- » pathway details
- » minor shifts to the alignment

### 7. Will this project include a new pedestrian and bicycle path in Cooper Landing along the old highway?

No. There are no pedestrian and bicycle facilities planned for the "old" Sterling Highway. It is anticipated that the majority of vehicle traffic would use the new highway alignment, leaving the "old" Sterling Highway considerably less busy. While it would remain narrow, the risks for pedestrian and bicycle traffic would be reduced because of the reduction in traffic volume.

### 8. How will driveways and private properties along the existing highway be affected by this project?

Reconstructing and widening along the existing highway will impact private property. If access to property is impacted, DOT&PF will provide an alternate means of access via a reconstructed driveway. If a property is no longer able to be accessed, DOT&PF would acquire that property. If you have questions about your specific property, please reach out to the project team for details.

### 9. How will access to recreational activities be impacted?

The entire area is rich in recreation resources, and the project parallels the Kenai River at close range for varying lengths, crosses U.S. Forest Service trails, and runs near popular campgrounds and fishing holes. Access may be temporarily impacted during construction. The access points to Sportsman's Landing, Bean Creek Trail, and Art Anderson Slaughter Gulch Trail will be redesigned. The pullouts near MP 55.6 and 57.2 will be re-established. A new trailhead and parking facility will be constructed for additional access to the Resurrection Pass National Recreation Trail.

### 10. How much will the project cost? How will the project be funded?

The project is estimated to cost \$500 million. As the project moves into design and phasing is refined, cost estimates will be developed in greater detail. The project is a Federal Aid Highway Project. Under that program, the federal government pays approximately 90 percent of project costs (from funds apportioned to the State of Alaska from the Highway Trust Fund), with the State paying the remaining 10 percent.