

Sterling Highway MP 45-60 Project

Frequently Asked Questions



Updated July 2023

1. How can I get traffic delay and closure updates on the project?

For traffic delays and closures, visit DOT&PF's travel alert system (511.alaska.gov). Select "My 511," and on this page you can create an account, identify frequently used routes, and sign up for text messages 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 inventory and are making it available to contractors and field crews.

- » Contact: Alice Rademacher, Public Involvement, HDR
- » Email: sterlinghwy@hdrinc.com Phone: 907-644-2006

3. Will more firewood be made available? How will I know when it happens?

Firewood will be made available periodically throughout the project. DOT&PF will post notices on the website and share the information 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) 46.5 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 will be under construction during 2023?

Along the existing highway, Phase 1A will be under construction and may temporarily impact traffic flow. Along the proposed highway, Phases 2-4 will be under construction; this is not anticipated to greatly impact travelers on the existing highway.

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 on the highway footprint and will incorporate material that was originally planned to be hauled to a waste site.

7. What can be changed during the design phase?

- » How connections to driveways are made
- » Pullout configurations
- » Features of the Resurrection Pass Trailhead
- » Pathway details
- » Minor shifts to the alignment

8. 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" (existing) Sterling Highway. It is anticipated that the majority of vehicle traffic will use the new highway alignment, leaving the "old" Sterling Highway considerably less busy. While the old highway will remain narrow (although with wider shoulders), the risks for pedestrian and bicycle traffic will be reduced because of the reduction in traffic volume.

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

Reconstructing and widening the existing highway will impact private property. If access to a 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 will approach the owner to discuss acquiring that property. If you have questions about your specific property, please reach out to the project team for details.

Contact: Jonathan Tymick, Project Manager, DOT&PF
Email: Jonathan.Tymick@alaska.gov Phone: 907-269-0453

10. How will access to recreational resources be impacted?

The entire area is rich in recreational resources, and the project parallels the Kenai River closely 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 modified. The pullouts near MP 55.6 and 57.2 will be retained. A new trailhead and parking facility, which will accommodate horse trailers and motorhomes, will be constructed for additional access to the Resurrection Pass National Recreation Trail.

11. How much will the project cost? How will the project be funded?

The project cost is estimated to exceed \$600 million, and as the project continues to move through design, 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), and the State of Alaska pays the remaining 10 percent.