



Alaska Department of Transportation and Public Facilities

CENTRAL REGION

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Welcome to the Sterling Highway Safety Corridor Improvements MP 82.5–94 Project

The Alaska Department of Transportation and Public Facilities (DOT&PF) plans to rehabilitate and improve the safety of the Sterling Highway between Sterling and Soldotna, Alaska. The Sterling Highway is a critical surface transportation link in the Kenai Peninsula Borough. This 11.5-mile, two-lane section of the highway between Milepost (MP) 82.5 and 94 has no passing lanes, limited passing opportunities, and no slow-vehicle turnouts. The purpose of the Sterling Safety Corridor Improvements project is to improve overall safety and improve efficiency during peak summer and commuter traffic times.

Project Overview

Over the past several decades, the communities of Sterling and Soldotna have grown, tourism and recreation on the Kenai Peninsula have increased, and portions of the Sterling Highway have degraded. These factors have contributed to increased traffic congestion and safety concerns. 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. In 2009, MP 83 to 93 was designated a [Traffic Safety Corridor](#) (the fourth in the state), which demonstrates the serious need for improvements. Since 2009, DOT&PF has added left turn lanes at the Scout Lake/Swanson River Road, West Scout Lake, Robinson Loop Road/Tustamena Street, and Mackey Lake Road intersections, which has helped improve conditions, but full reconstruction of the corridor is needed to resolve traffic and safety concerns over the long term.



DOT&PF developed a [Preliminary Decision Document](#) (PDD) in 2014, which presented various alternatives to the public that had been evaluated by the state as part of the Sterling Highway Safety Corridor Study. The final 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. This means that DOT&PF must complete the federally required environmental review, which is 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.



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Phase 1 Federal Project No. 0221(018) | Phase 2 Federal Project No. CFHWY00253 | Phase 2 Federal Project No. 0221(019)

Welcome

Kenai Spur Highway Rehabilitation Project: Sports Lake Road to Swires Road.

The Alaska Department of Transportation and Public Facilities (DOT&PF) plans to rehabilitate and improve the safety of the 5.7-mile segment of the Kenai Spur Highway located between Soldotna and Kenai, Alaska.



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The Kenai Spur Highway serves as a critical link between the communities of Kenai and Soldotna. Situated between two five-lane segments, a 5.7-mile segment of the highway from Milepost (MP) 2.4 to 8.1 bottlenecks to two lanes. This part of the roadway has higher crash rates than the statewide average, and also has the second-highest rate of moose collisions in Alaska, so safety improvements are needed. The project is a priority for both the Kenai Peninsula Borough and the State of Alaska. The project is funded with a combination of state and federal funding.

For this rehabilitation project, the five-lane highway design includes two 12-foot through-lanes in each direction and a continuous 14-foot, Two-Way Left-Turn Lane (TWLTL). These project improvements will match the section of Kenai Spur Highway from S. Forest Drive to Swires Road and carry the design through Sports Lake Road. The additional through-lanes will provide safe passing opportunities, reduce traffic platooning, and ease associated driver frustration. The continuous TWLTL is anticipated to provide greater separation for opposing traffic, thereby reducing the risk of head-on collisions. It will also remove vehicles waiting for left-turn opportunities from through-lanes, lowering the risk of rear-end collisions.

Phase 1 – Eagle Rock Drive to Swires Road

Phase 1 was completed in summer 2020. Questions about Phase 1 can be directed to the Construction Project Engineer, Marcus Forkner, at 907-269-0450 or marcus.forkner@alaska.gov.

Phase 2 – Sports Lake Road to Eagle Rock Drive

Right-of-way purchases are complete.

In July/August 2020, a contractor cleared all trees, shrubs, and brush within the highway right-of-way and within some utility easements along the road.

Design is 95% complete. Construction and utility relocations will begin in 2022.

Read more about the project:

[Fact Sheet](#) Updated