Sterling Highway MP 157-169 Rehabilitation - Anchor Point to Baycrest Hill
Frequently Asked Questions (FAQs)

Project/General:

1. What is the purpose of this project?

The objective of this project is to restore the structural integrity, increase safety, reduce congestion, and improve travel efficiency of the Sterling Highway from milepost (MP) 157-169. Anticipated work will include new roadway pavement, additional shoulder width, the addition of passing/climbing lanes, geometric improvements to horizontal and vertical curves, new bridges at North Fork Anchor River and Anchor River, replacement of culverts and improved fish passage, and erosion control improvements along Anchor River.

2. How is the project funded?

This project is being completed using a combination of state and federal funds and is being developed in accordance with Federal Highway Administration (FHWA) guidelines.

Safety and Mobility:

3. Where are areas proposed for widening and realignment?

- *The road will be widened to include 8-foot shoulders throughout the corridor. The widened shoulders will provide greater opportunity for motorists to correct run-off-road crashes before reaching embankment slopes and provide greater space for vehicles to pull over during emergencies. The widened shoulders will also help to improve pedestrian and bicyclist safety.*

- *Major horizontal realignments to improve safety include:*
    - *Realigning the highway at the proposed North Fork Anchor Bridge near MP 157 to improve visibility and accommodate construction of the new bridge,*
    - *Realigning the horizontal curve near MP 158 to provide a more gradual curve and improve visibility, and*
    - *Realigning the highway near MP 168.5 to replace the two broken-back horizontal curves with a single, more gradual horizontal curve.*

- *Major vertical realignments to improve safety include:*
    - *Reducing approach grades and lengthening sag curves at MP 157.2 and MP 167.6 to improve stopping sight distance and headlight sight distance, and*
    - *Lengthening the crest curve at MP 168 to improve stopping sight distance and passing sight distance.*

4. Where are passing lanes and turn lanes proposed?

- *Passing lanes are proposed in both directions at the following approximate locations:*
  - *Southbound MP 159-160,*
  - *Southbound MP 161-162,*
  - *Southbound MP 164.5-166,*
  - *Southbound MP 167.5-169,*
  - *Northbound MP 159-160, and*
  - *Northbound MP 162.5-163.5.*

- *Turn lanes are being added at the following locations:*
  - *Southbound right-turn lane at Old Sterling Highway near MP 157,*
  - *Northbound right-turn lane at North Fork Road near MP 164,*
  - *Northbound left-turn lane at Old Sterling Highway near MP 165, and*
  - *Northbound right-turn lane at Diamond Ridge Road near MP 167.*

5. Will the speed limit change through Anchor Point?

The beginning of this project starts approximately 150 feet north of Thurmond Drive at the southern end of Anchor Point. The current speed limit through Anchor Point was not analyzed as part of this project and will not be impacted by this project.

6. Will you be moving the school speed-zone signal in Anchor Point so it's more visible?

The school speed-zone signal will remain in approximately the same spot, but the geometry of the new horizontal curve crossing North Fork Anchor River will provide better sight distance eliminating the "blind corner" and improving visibility of the school speed-zone signal.

7. Will new sidewalks be constructed in Anchor Point?

The project will reconstruct approximately 500 feet of sidewalk on both sides of the highway from Bates Avenue to approximately 150 feet north of Thurmond Drive. The sidewalk width will stay the same and all ramps will be ADA compliant. The remainder of the sidewalk to the north is not included within the project limits.

Wildlife:

8. What is the wildlife mitigation plan?

Moose warning signs will be installed between MP 160 and 163 to alert drivers to the potential for moose crossing the highway. A moose-vehicle collision analysis completed for the project indicated MP 160-163 has had the highest rate of moose-vehicle collisions for the time frame analyzed. Additional clearing along the corridor will improve visibility for the traveling public and minimize moose browse that attracts moose to the highway.

9. Will the project be addressing fish passage at streams?

The project will replace the culverts along anadromous streams (Two Moose Creek, Beaver Creek, and Ruby Creek) and Diamond Creek with new culverts improving fish passage. The culverts will be designed in accordance with Alaska Department of Fish and Game recommendations. The proposed replacement of the North Fork Anchor River culverts with a new bridge will also improve fish passage.

Construction:

10. When will construction begin? How long will construction take for the whole project?

Construction is anticipated to begin in 2027 and continue through 2029. The project will no longer be split into two construction phases.

11. Will trees be cut down along the highway?

Trees will be cleared at various locations throughout the corridor to allow for realignment of the highway and to improve visibility. Trees located within the Sterling Highway right-of-way are property of the State of Alaska. As the project moves forward, we will evaluate whether trees cut down within the highway right-of-way can safely be made available to the public.

Right of Way:

12. What are my rights as a property owner if the project will require some of my property?

When acquiring property, the State of Alaska follows specific guidelines outlined in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as Amended. Acquiring Real Property for Federal and Federal-Aid Programs and Projects - PDF

13. Will realigning the highway change the right-of-way boundaries?

The highway right-of-way is fixed in location and not defined by the centerline of the highway. Widening the highway and changing the location of the centerline will not change the location of the right-of-way boundaries or property lines.