



### General Description and Key Features

This alternative uses a new corridor north of the existing roadway between MP 46.3 and MP 51.6. Heading west from MP 45, the alternative departs the existing corridor at MP 46.3 and climbs the hillside for approximately 2 mi. After a short 5% down gradient, it flattens out to traverse the south side of a small hill, following a logging road. On the west side of the small hill, the alternative climbs at a 5% grade to an elevation of 780 ft before descending to a 1,300 ft bridge crossing of the Juneau Creek Canyon. The alternative then turns southwest, descending at a 6% grade for 1.1 mi. The down gradient of the alternative decreases to 2% for an additional 0.3 mi as it approaches the Kenai River. The alternative includes a 500 ft crossing of the Kenai River and rejoins the existing alignment at MP 51.6.

### New Construction and Project Costs

- 6 miles of new road, 7.5 miles of improvements
- 3 new bridges (Juneau and Bean Creeks; Kenai River), 1 replacement (Schooner Bend)
- Construction cost: \$104 million
- Annual Maintenance Costs: \$200,080
- \$92 Million lifecycle costs

### Changes to Existing Alignment

- Includes improvements to roadway width, shoulders, and sight distance
- Addition of left turn lanes at Russian River Campground (MP 52.8) and Sportsman's Landing (MP 54.5)
- Realigned and reconstructed sections would be designed to "rural principal arterial" standards

### Impacts on Area and Recreation Sites

- 4 properties for ROW acquisitions, 0 relocations
- 17 impacts to historic/archaeological sites
- Crosses Bean Creek trail
- Impacts 16 acres of wetlands
- Impacts 225 acres of vegetated habitat

### What have we heard? Issues, Opportunities & Constraints

- Visual impact concerns
- Kenai River impacts due to additional bridge crossings
- Wildlife habitat impacts
- Potential economic impacts of moving through-traffic away from town