



General Description and Key Features

This alternative uses a new corridor north of the existing roadway between MP 46.3 and MP 51.6, using a combination of the Kenai River Alternative and Juneau Creek Alternative. Heading east 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% downgradient, it flattens out to traverse the south side of a small hill, following a logging road. A variant of this alternative traverses the north side of this small hill. 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 1300 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 crosses the Kenai River and then rejoins the existing alignment at MP 51.6. The bridge at Schooner Bend would be replaced.

New Construction

- ✘ 6 miles of new road
- ✘ 1 new bridge crossing the Kenai River
- ✘ 1 new bridge crossing Juneau Creek
- ✘ 1 bridge replacement (Schooner Bend)

Project Costs

- ✘ New Construction: \$65-\$75 million
- ✘ Bridge Cost: \$30 to \$40
- ✘ Annual System Maintenance: \$98,700
- ✘ Existing Road Bridge Replacement Cost: To be determined.

Changes to Existing Alignment

- ✘ The existing alignment between MP 46.3 and MP 51.6 would become a state-maintained local road.
- ✘ The new alignment would be signed as a truck route, and the borough would be encouraged to adopt a formal truck route ordinance, making through truck

traffic on existing alignment through Cooper Landing illegal and a citable offense.

- ✘ The existing alignment between MP 52 and MP 58 will be upgraded to reduce curvature, widen shoulders, improve sight distance, and widen clear zones or place guardrail where terrain does not allow sufficient widening.
- ✘ Signage would be placed on new route informing motorists of services available in Cooper Landing and distance to next services.

Effects on Traffic

- ✘ Moves 65% of traffic out of Cooper Landing community area (about 12,000 vehicles per day in 2020).
- ✘ Improves level of service (LOS) from MP 47.7 to MP 52.3 to LOS B/C during peak season.
- ✘ New alignment will operate at LOS C during peak season.
- ✘ Provides additional capacity for length of new alignment.
- ✘ MP52 to MP58 will experience localized congestion (LOS E) during peak season around Gwins, the Russian River Campground, and Sportsman's Boat Launch.
- ✘ Passing lanes will be incorporated into the design of the facility throughout the project area.

What have we heard? Issues, Opportunities & Constraints

- ✘ Juneau Creek Bridge may be visible from trails and river.
- ✘ Possible noise impacts to Bean Creek Trail.
- ✘ Crosses Bean Creek trail.
- ✘ Private property impacts north of Cooper Landing.
- ✘ Impacts to Brown Bear and other wildlife habitat.
- ✘ Moves through traffic/freight away from town/river.
- ✘ Minimal construction disruption to traffic during peak season.
- ✘ Potential for new development within Borough selected land.
- ✘ Issues associated with increased elevation and grade.