



General Description and Key Features

This alternative generally follows the existing corridor using retaining walls to support roadway embankments and stabilize hillsides where cuts are made to reduce curves and improve sight distances. There are no new crossings of the Kenai River. Heading east from MP 45, the alternative follows the existing roadway and crosses Kenai Lake on new bridge that replaces the existing bridge. It continues along the existing corridor, adding retaining walls between MP 49 and 50.5: 800 linear feet of retaining wall on the north side of the highway to support the roadway embankment (average height 15 ft, maximum height 20 ft); 1.1 miles of retaining walls on south side of highway to stabilize the hillside (average height 50 ft, maximum height 170 ft). The alternative generally follows the remainder of the existing corridor.

New Construction

- ⌘ 0 miles of new alignment
- ⌘ 3 existing bridges will be replaced (Schooner Bend, Cooper Creek, and Cooper Landing)

Project Costs

- ⌘ New Construction: \$45-\$55 million
- ⌘ Bridge and Structure Costs: \$24.4 million
- ⌘ Annual Maintenance: \$70,500
- ⌘ Existing Road Bridge Replacement Cost: Included in cost of new construction.

Changes to Existing Alignment

- ⌘ The use of retaining walls allows the hillsides to be cut back and the road to be moved to straighten curves.
- ⌘ This will require extension of driveways and purchase of right-of-way.
- ⌘ Widens the highway with 12-foot lanes and 8-foot shoulders with clear zones extending beyond the paved shoulder.

- ⌘ Approach curves at Kenai Lake would be flattened.
- ⌘ Due to the roadway width, some additional right-of-way will be needed for construction.

Effects on Traffic

- ⌘ Alignment through Cooper Landing may require a 3 or 4-lane segment.
- ⌘ Passing lanes will be incorporated into the design.
- ⌘ Traffic flow can be improved significantly in project area over existing condition, but will not add additional capacity.
- ⌘ The project area will experience level of service E during seasonal peak hours by the forecast year of 2022.

What have we heard? Issues, Opportunities & Constraints

- ⌘ Walls used to retain hillsides will be visible from river.
- ⌘ Walls used to retain hillsides will be visible from many trails within the study area.
- ⌘ All traffic is routed through town/along river.
- ⌘ Possible private property impacts along existing highway due to widening.
- ⌘ Construction disruption to traffic during peak season.
- ⌘ Possible cultural resources impacts.