

**Appendix C: Chugach National Forest Plan and  
Kenai National Wildlife Refuge Plan  
Draft Impact Analysis**

## **Chugach National Forest Plan and Kenai National Wildlife Refuge Plan Draft Impacts Analysis**

Sterling Highway, Milepost 45 - 60

Preliminary Comparison of Alternatives with the management plans for the Chugach  
National Forest and the Kenai National Wildlife Refuge

### **Chugach National Forest**

**Chugach National Forest Plan (Revised Land and Resource Management Plan,  
available on-line at [http://www.fs.fed.us/r10/chugach/forest\\_plan/plan\\_docs1.html](http://www.fs.fed.us/r10/chugach/forest_plan/plan_docs1.html))**

- In the revised Forest Plan, under desired conditions, the report states “Highway traffic along the Sterling Highway in the Cooper Landing area will be improved with minimal impact on the resources of the Forest or the riparian areas along the Kenai River”.

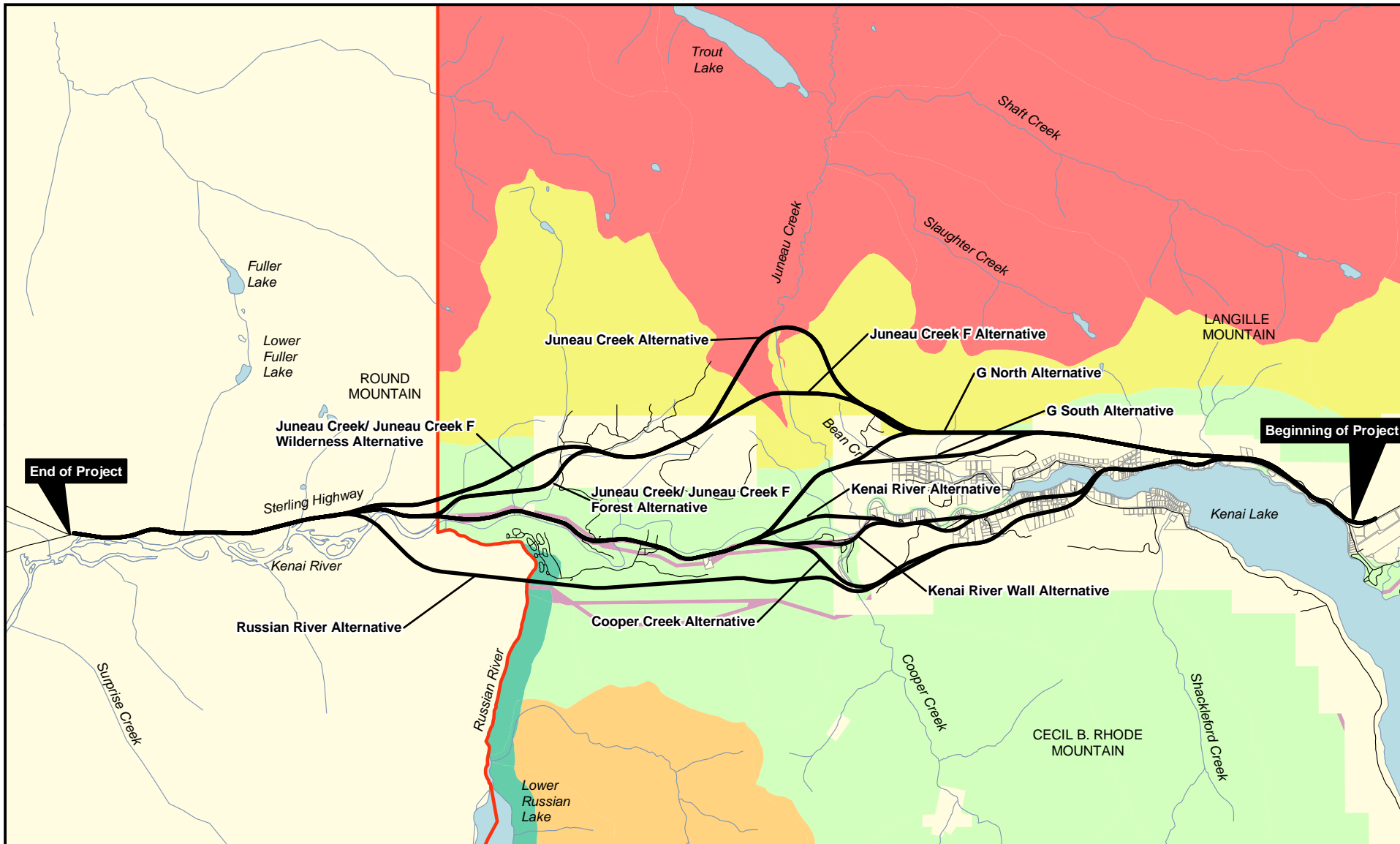
### **Chugach National Forest Land Prescriptions**

The Chugach National Forest has been divided into management area prescriptions (see Figure C-1). These prescriptions are designated to provide direction for the management of specific areas of the Forest. Chugach National Forest land within the Sterling Highway Project MP 45 – 60 is categorized into the following prescriptions:

- Backcountry (Category 2, 210). Managed to emphasize a variety of recreational opportunities for backcountry activities in natural appearing landscapes. Other agencies (non-Forest Service) can build roads with conditions.
- Fish and Wildlife Conservation Area (Category 2, 244). Managed to emphasize the conservation of specific fish and wildlife habitats. Other agencies (non-Forest Service) can build roads with conditions.
- Fish, Wildlife, and Recreation (Category 3, 312). Managed to provide a variety of habitats for fish and wildlife species and year-round recreational opportunities in developed and dispersed settings. No conditions on roads built by others.
- Recreational River (Category 3, 331). Managed to maintain, enhance, and protect the free-flowing character and outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values for the benefit and enjoyment of present and future generations. No conditions on roads built by others.
- Major Transportation/Utility Systems (Category 5, 522). Managed for existing and future transportation systems/utility systems (defined as state and federal highways, etc.). Was developed to specify management direction for existing and reasonably foreseeable future major transportation and utility routes. No conditions on roads built by others.

**Table C-1**  
**Approx. Length of each alternative (in miles) in Chugach National Forest by land**  
**prescriptions**  
**(Non-forest land not included)**

Prescription Alternative	More Protective Categories			Less Protective Categories	
	Backcountry (210)	Fish & Wildlife Conservation (244)	Fish, Wildlife, & Recreation (312)	Recreational River (331)	Transportation Utility Corridor (522)
Kenai River Wall	0	0	0.4 mile	0	4 miles
Kenai River Alternative	0	0	1.3 miles	0	3 miles
Cooper Creek Alternative	0	0	0.8 mile	0	3.5 miles
Russian River Alternative	0	0	3 miles	0.3 mile	0.1 mile
G South Alternative	0	0	1.6 miles	0	2.8 miles
G North Alternative	0	1 mile	2 miles	0	2.8 miles
Juneau Creek “F” Wilderness Alternative	0.2 mile	2.1 miles	1.5 miles	0	0
Juneau Creek “F” Forest Alternative	0.2 mile	2.1 miles	1.5 miles	0	0
Juneau Creek Wilderness Alternative	1 mile	2.7 miles	1.5 miles	0	0
Juneau Creek Forest Alternative	1 mile	2.7 miles	1.5 miles	0	0



N

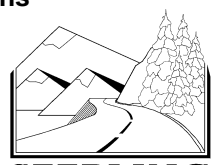
0.5 0.25 0 0.5 1 Miles

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By: JJD	Project No.: 53014

**Legend**

- Non Forest Service Land
- Backcountry Management Area
- Brown Bear Core Area Management Area
- Fish & Wildlife Conservation Management Area
- Fish, Wildlife, and Recreation Management Area
- Recreational River Management Area
- Major Transportation/Utility Corridor Management Area

**Reasonable Alternatives Evaluation  
Chugach National Forest  
Land Prescriptions**



**STERLING**  
HIGHWAY MILE POST 45 TO 60

**Figure C-1**

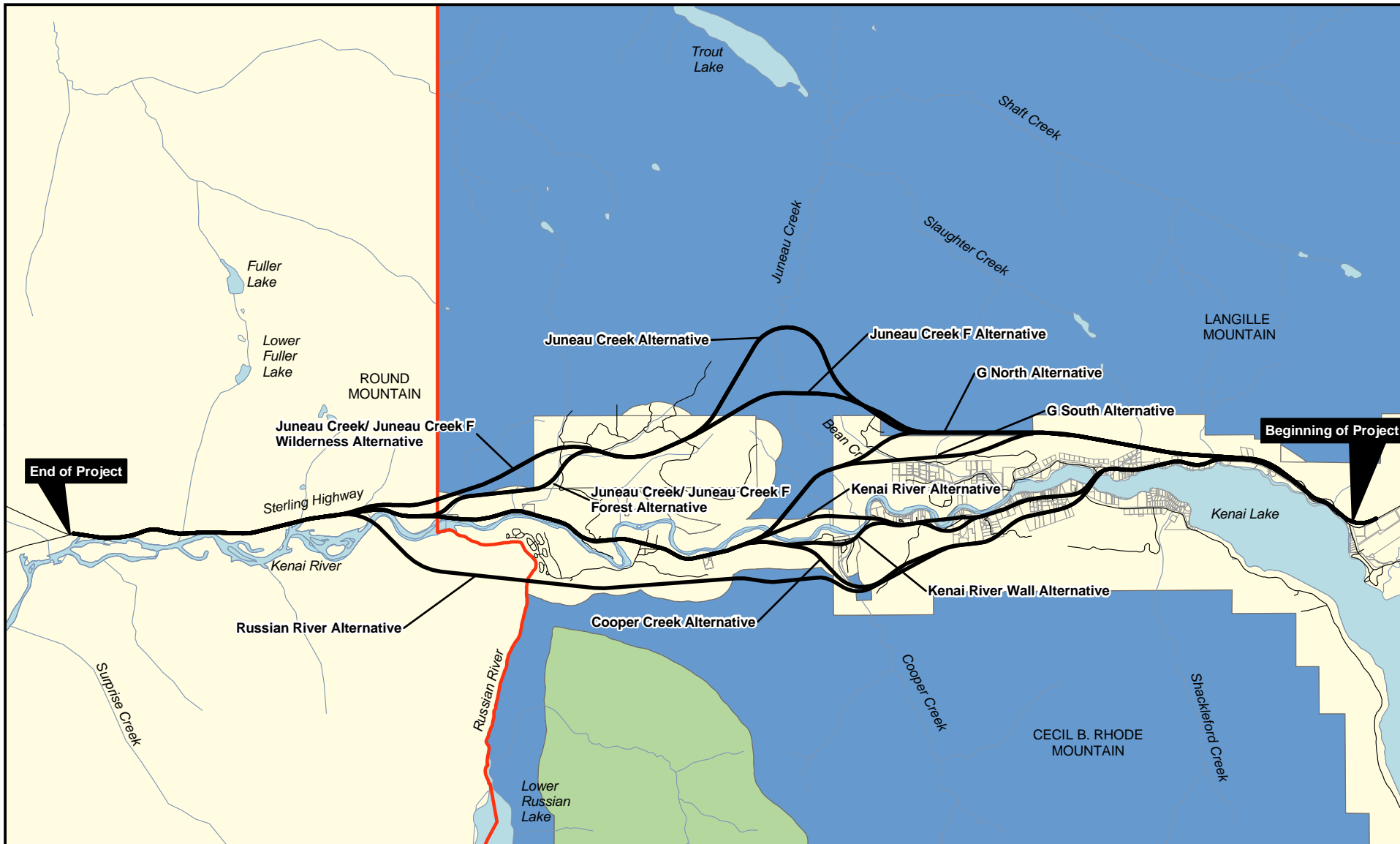
### Roadless Areas

There are two Inventoried Roadless Areas on Chugach National Forest land within the project area (see Figure C-2). The Kenai Lake Inventoried Roadless Area is south of Cooper Landing and the Resurrection Inventoried Roadless Area is north of the existing Sterling Highway. An analysis of highway alternatives in regard to Roadless areas was performed in GIS using the CNF Inventoried Roadless Area (IRA) layer.

**Table C-2**  
**Approx. Length of each alternative (in miles) in Chugach National Forest, Inventoried Roadless Area (IRA)**

Alternative	Length in miles in IRA
Kenai River Wall Alternative	0
Kenai River Alternative	0
Cooper Creek Alternative	0
Russian River Alternative	1.1 miles
G South Alternative	0.8 mile
G North Alternative	2.1 miles
Juneau Creek "F" Wilderness Alternative	3.7 miles
Juneau Creek "F" Forest Alternative	2.8 miles
Juneau Creek Wilderness Alternative	5 miles
Juneau Creek Forest Alternative	4.1 miles

- All IRA areas impacted by alternatives are designated as "Inventoried Roadless Areas where road construction is allowed".
- The Russian River Alternative travels within 0.5 mile of an area designated "Roadless area where road construction is not allowed".



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**Legend**

- Non Forest Service Land or Non-Roadless Area
- Inventoried Roadless Area where road construction is not allowed
- Inventoried Roadless Area where road construction is allowed

**Reasonable Alternatives Evaluation  
Chugach National Forest  
Inventoried Roadless Areas**

**Figure C-2**

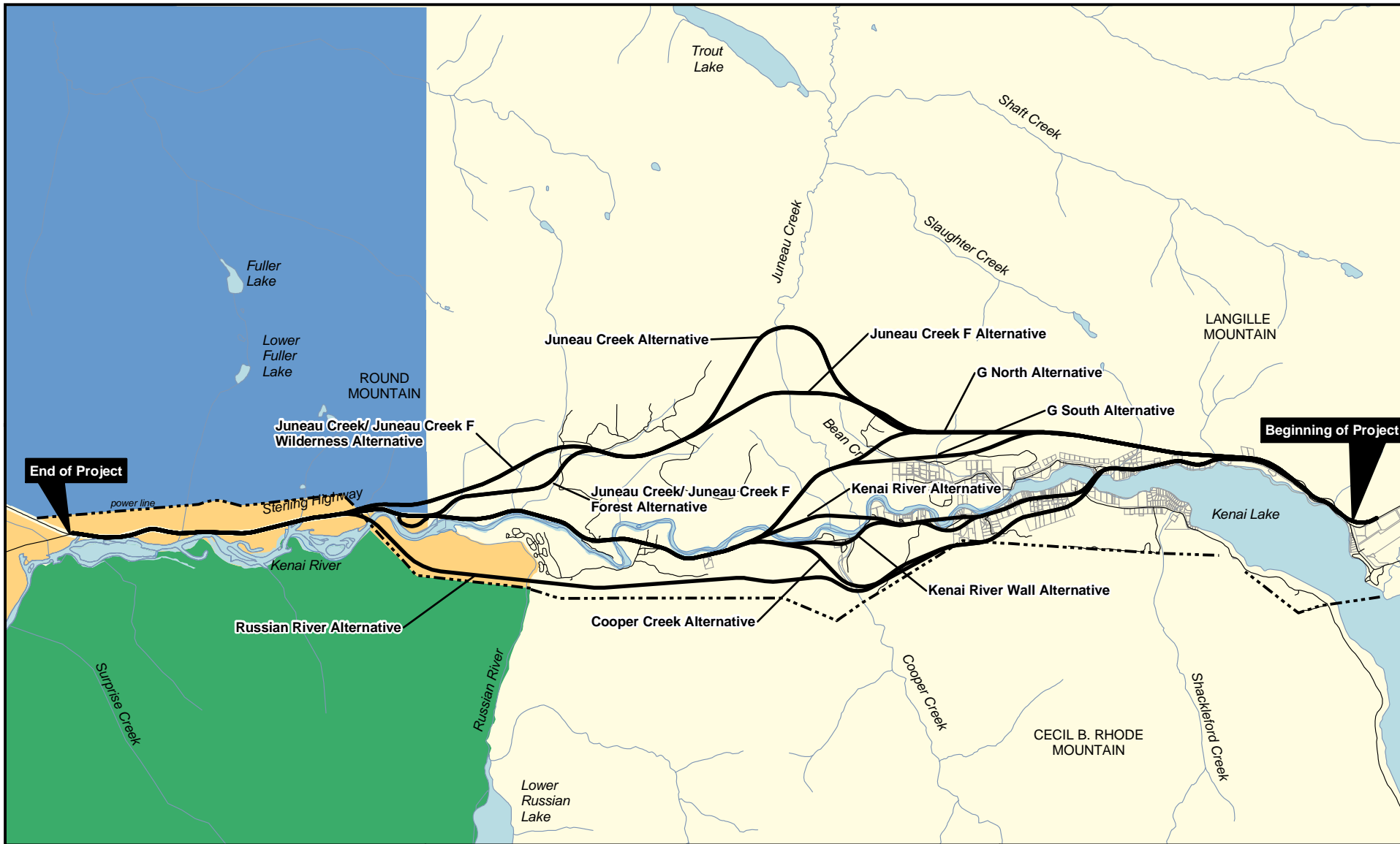
## **Kenai National Wildlife Refuge**

### **Kenai National Wildlife Refuge Plan (Kenai National Wildlife Refuge Final Comprehensive Conservation Plan, Environmental Impact Statement, and Wilderness Review, 1985)**

- KNWR lands within the project area are designated as either Wilderness or Intensive Management. Figure C-3 shows the management categories of the KNWR within the project area.
- The Intensive Management designation is the least protective management category. This category encompasses areas of high public use where natural processes are modified and the influence of human activities is evident. Construction of transportation systems is allowed in this category.
- Wilderness designation is the most protective of the management categories. Wilderness designation preserves the pristine and unmodified character of these areas. Title XI under ANILCA (transportation and utility systems in and across, and access into, conservation system units) allows transportation and utility lines to be located in Wilderness lands if the road would be compatible with the purposes for which the unit was created and if there is no economically feasible and prudent alternative route for the road. Congressional approval is required to allow transportation corridors to be built in Wilderness.
- The Russian River, Juneau Creek “F” Forest, Juneau Creek “F” Wilderness, Juneau Creek Forest, and Juneau Creek Wilderness alternatives would impact KNWR lands outside of the existing Sterling Highway ROW.
- The Russian River Alternative would pass through approximately 2 miles of Intensive Management land in the KNWR before merging with existing Sterling Highway ROW.
- The Juneau Creek Wilderness and Juneau Creek “F” Wilderness alternatives would pass through approximately 0.7 miles of Wilderness land in the KNWR before merging with existing Sterling Highway.
- The Juneau Creek Forest and Juneau Creek “F” Forest alternatives would impact at least 0.3 miles of Intensive Management land in the KNWR. A controlled access structure would be required where the bypass returns to the existing highway at Sportsman’s Landing. This structure would result in substantial impacts to the Kenai River, Wilderness lands, recreational activities, and the visual quality of the area.
- Other alternatives would merge with the existing Sterling Highway before entering the KNWR.
- The KNWR plan states that the “Sterling Highway and Funny River Road would be maintained and upgraded as necessary to provide safe and economical access to the traveling public.”

- The KNWR plan also states that transportation systems should be located outside of the Refuge wherever possible. If this is not possible, transportation systems should be routed along existing corridors, or elsewhere if adverse effects can be sufficiently lessened.





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**Legend**

- Non-USFWS land
- Andrew Simons Wilderness
- Intensive Management
- Mystery Creek Wilderness

Note: Boundaries are approximate

**Reasonable Alternatives Evaluation  
Kenai National Wildlife Refuge  
Management Designations**

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HIGHWAY MILE POST 45 TO 60

**Figure C-3**