

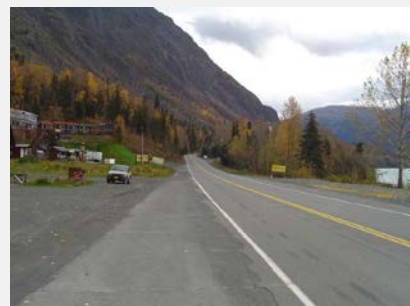


U.S. Department of Transportation  
Federal Highway Administration

# WELCOME

## Juneau Creek Alternative

*Introducing the Preferred Alternative  
for the  
Sterling Highway MP 45-60 Final EIS*



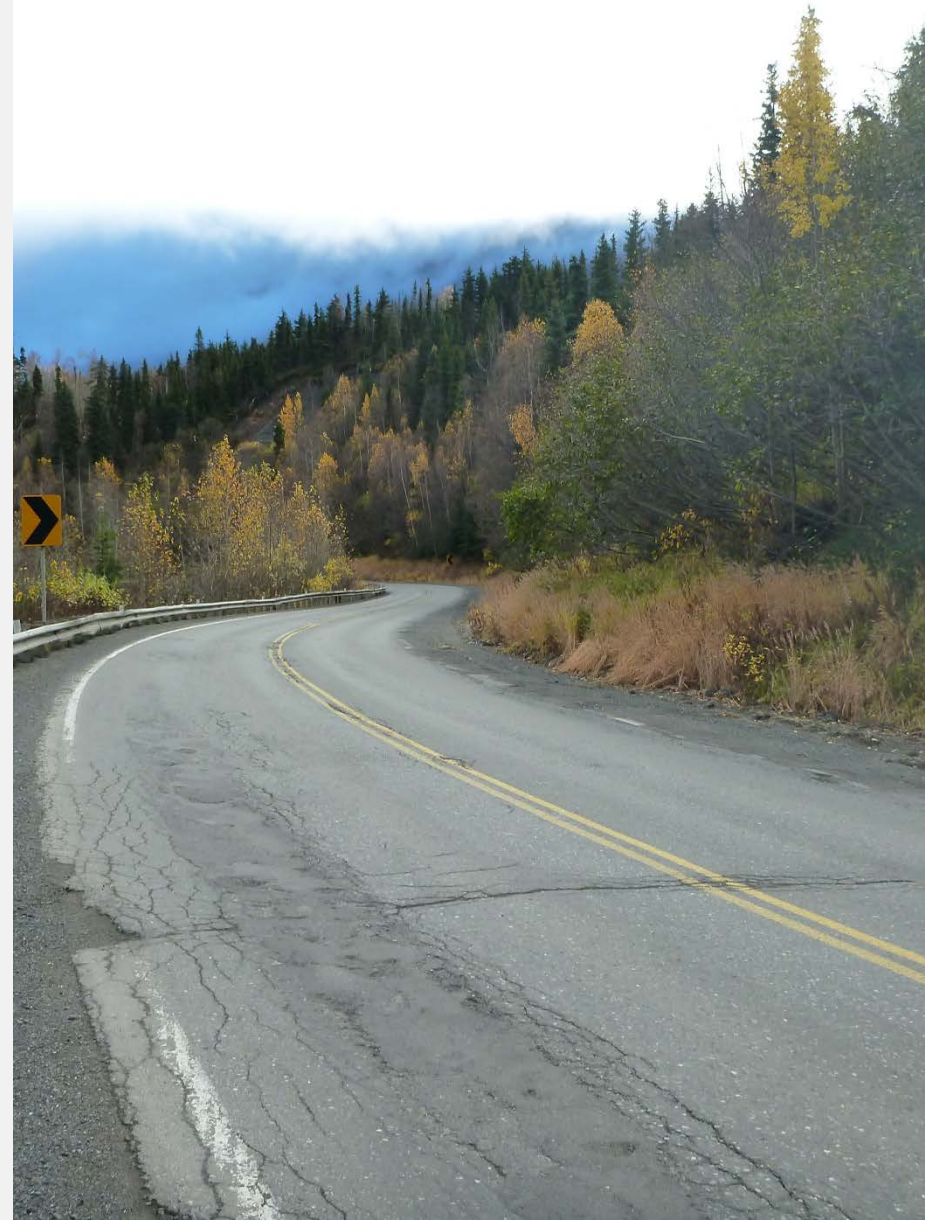


# Final EIS Released



U.S. Department of Transportation  
Federal Highway Administration

- **Final Environmental Impact Statement And Final Section 4(f) Evaluation**
  - *Approved March 7, 2018*
  - *Taking comments until April 16, 2018*







# Project Purpose



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Federal Highway Administration

- Reduce Highway Congestion
- Meet Current Highway Design Standards
- Improve Highway Safety





# Challenges

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- **Narrow, curvy highway**
- **Many driveways and side roads**
- **Local traffic combined with high-speed through traffic**
- **Steep valley between Kenai River and mountains**
- **Scenery, world-class fishing**
- **Numerous cultural and recreational resources**
  - *Decision not final until FHWA issues a Record of Decision*

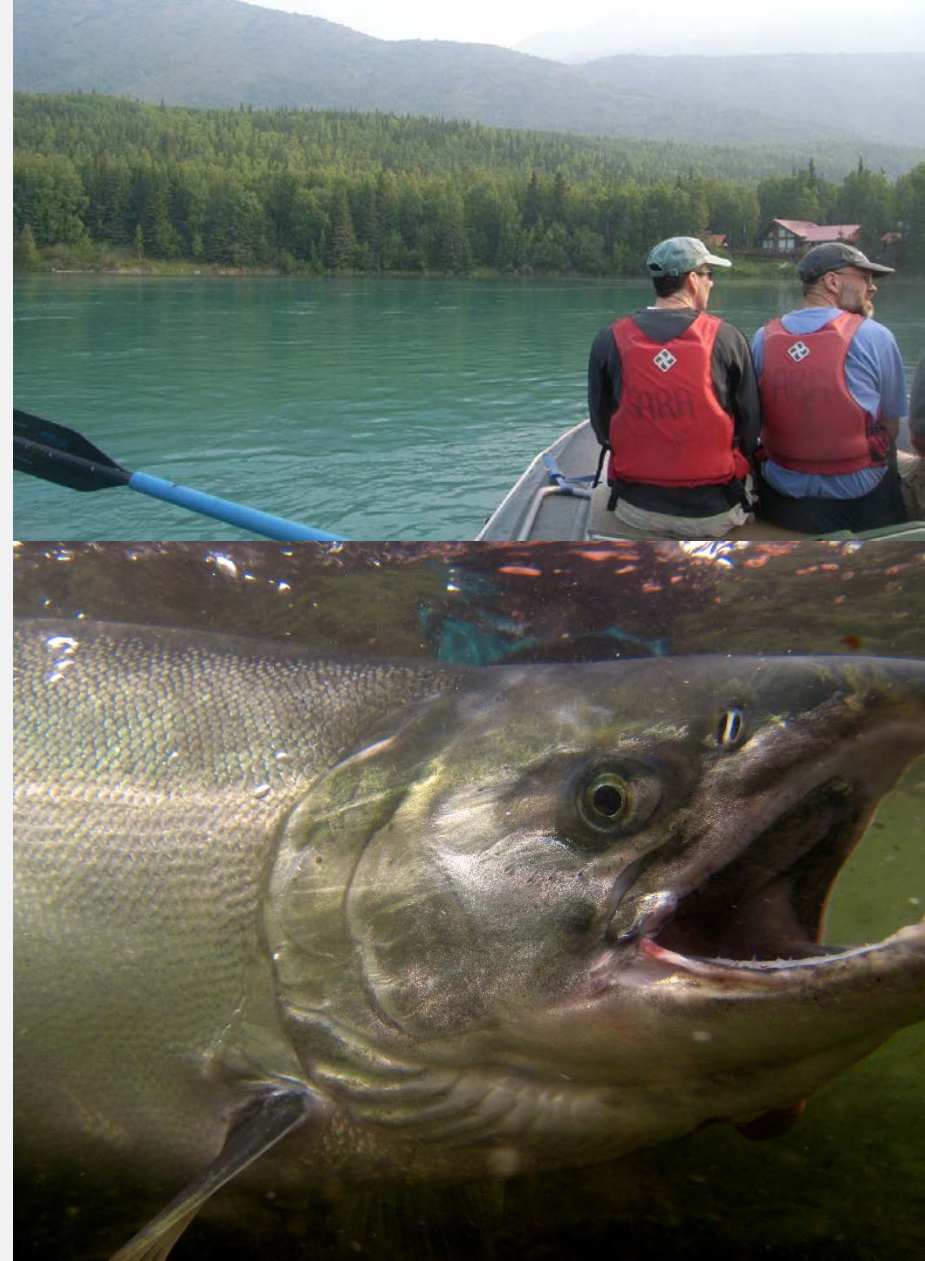


# Which alternative is best?



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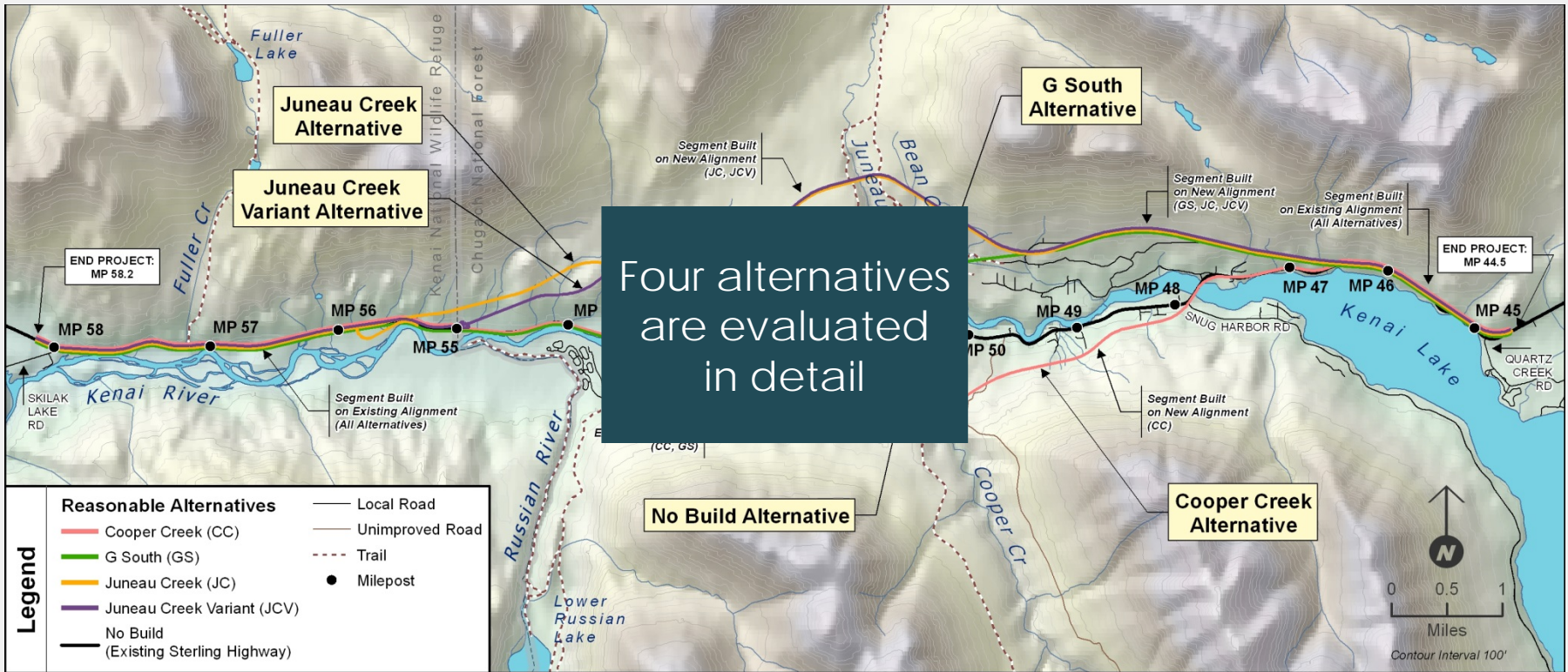
- Evaluate the benefits
- Evaluate the impacts
- Find the solution with the least overall harm







# Alternatives

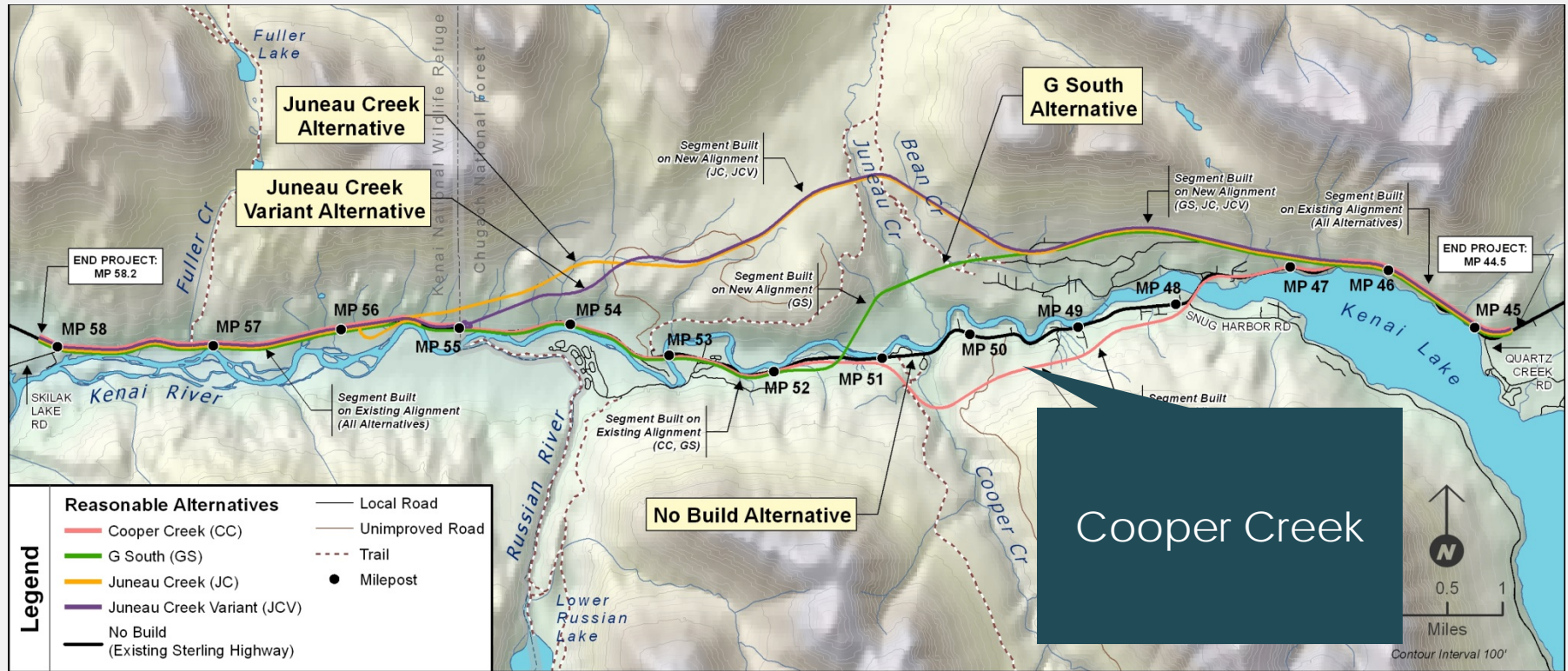




# Alternatives – Copper Creek



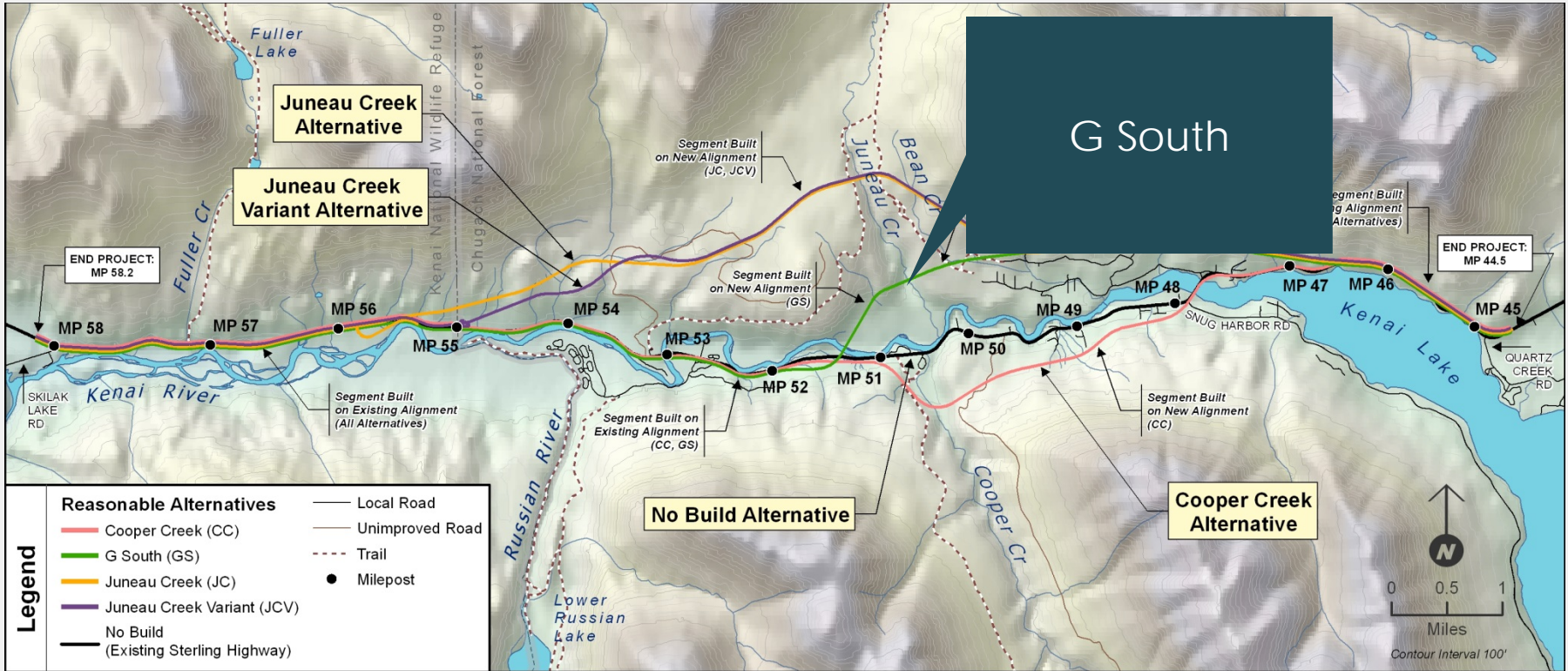
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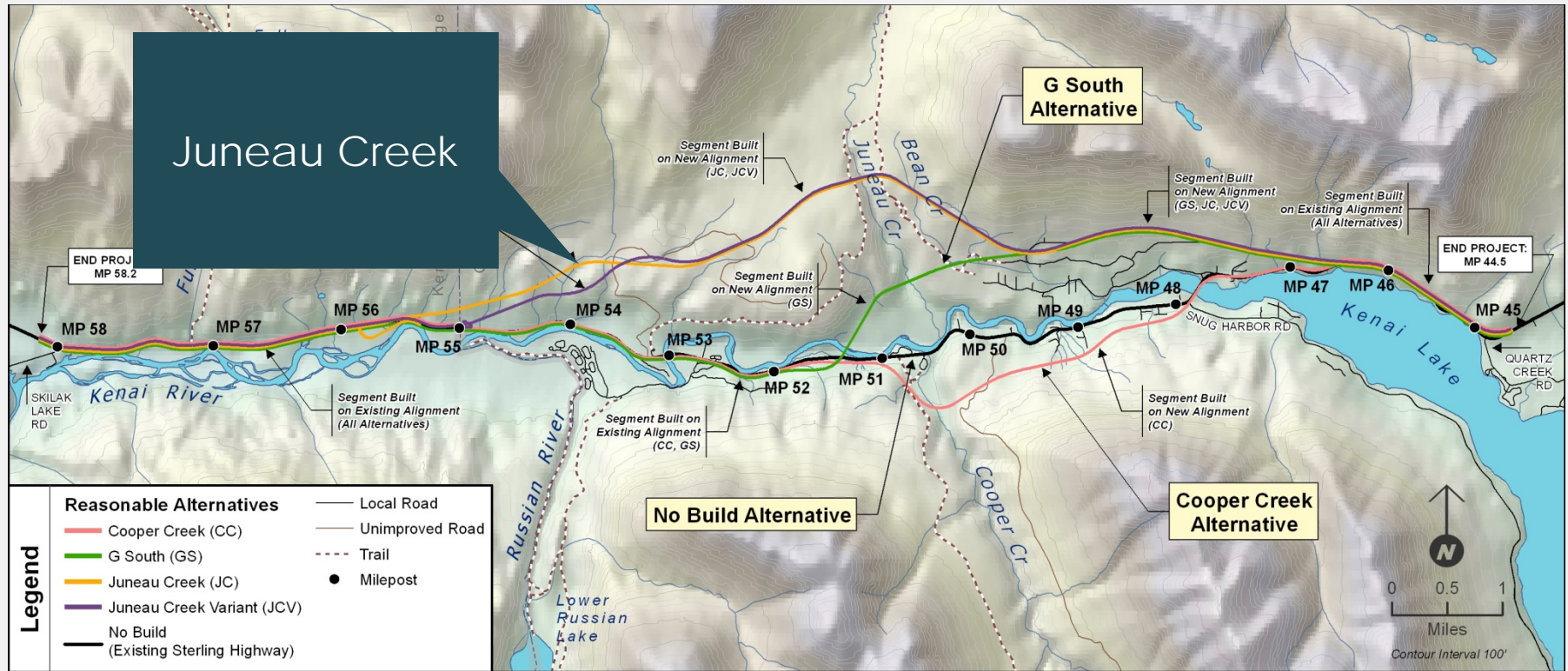


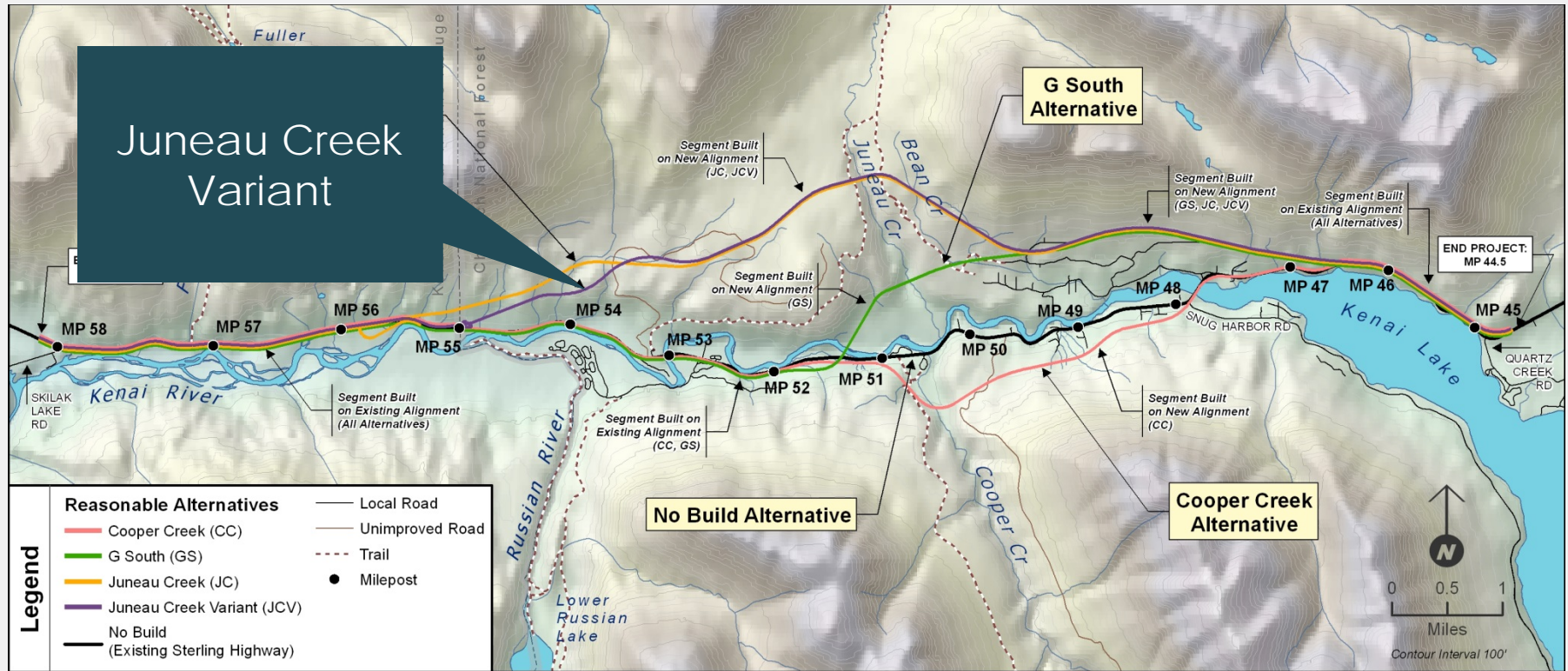
# Alternatives – G South





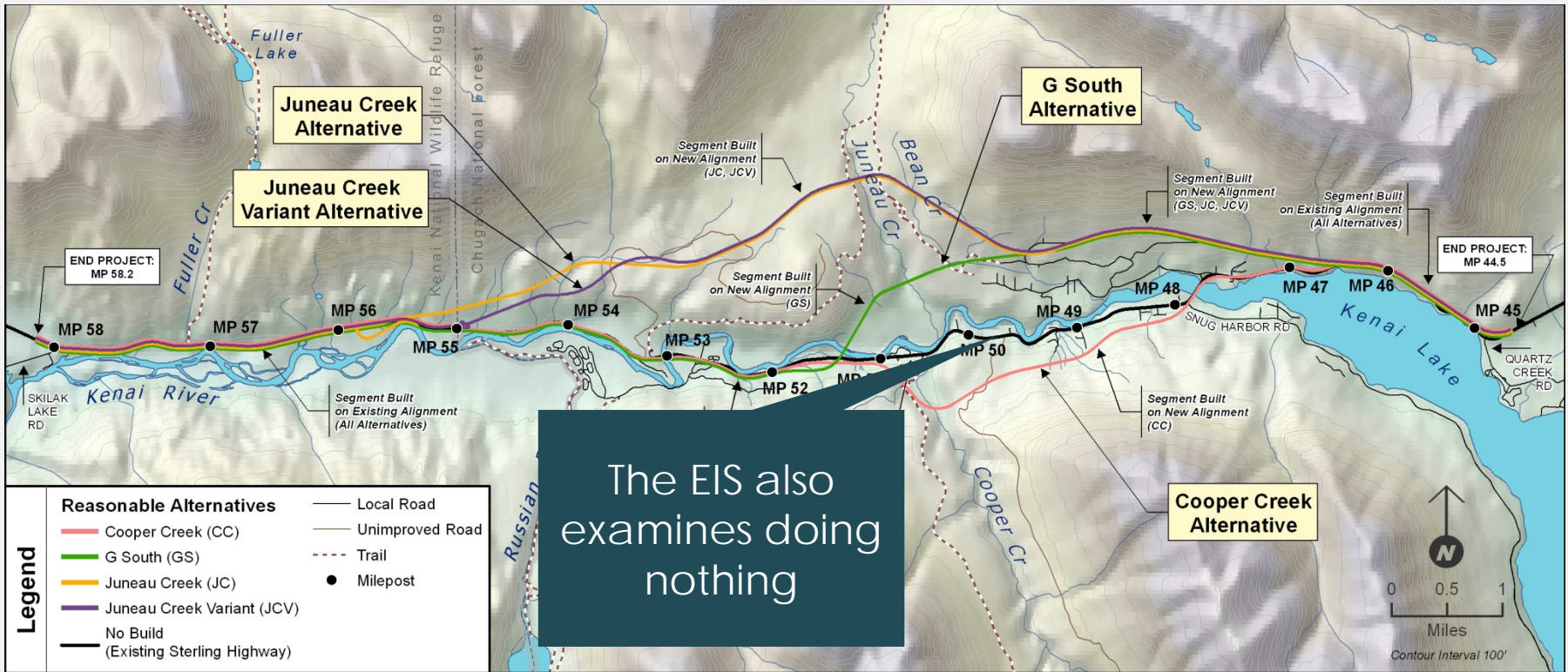
# Alternatives – Juneau Creek



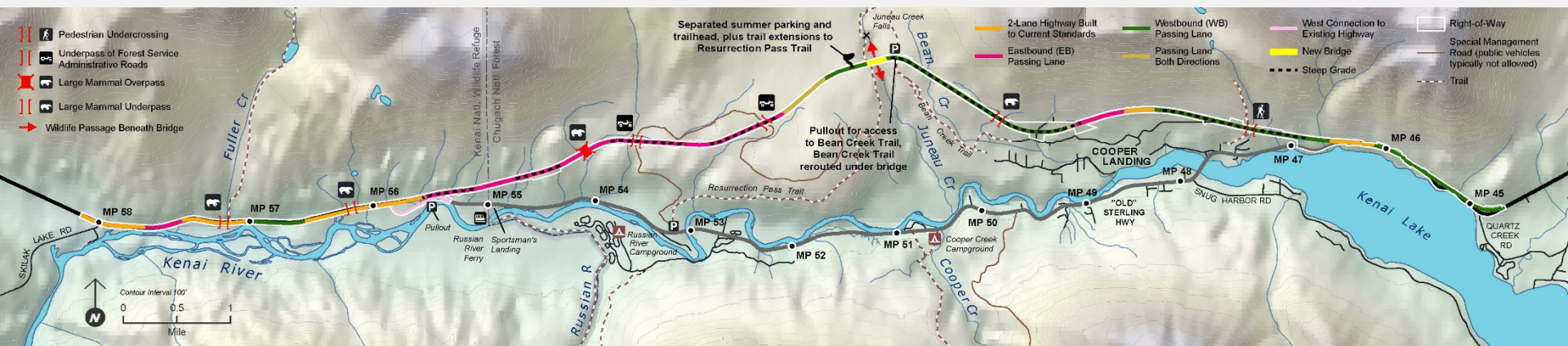




# Alternatives – No Build



- In 2015, G South was identified as the preferred alternative
- In the FEIS, March 2018, Juneau Creek is identified as the preferred alternative.

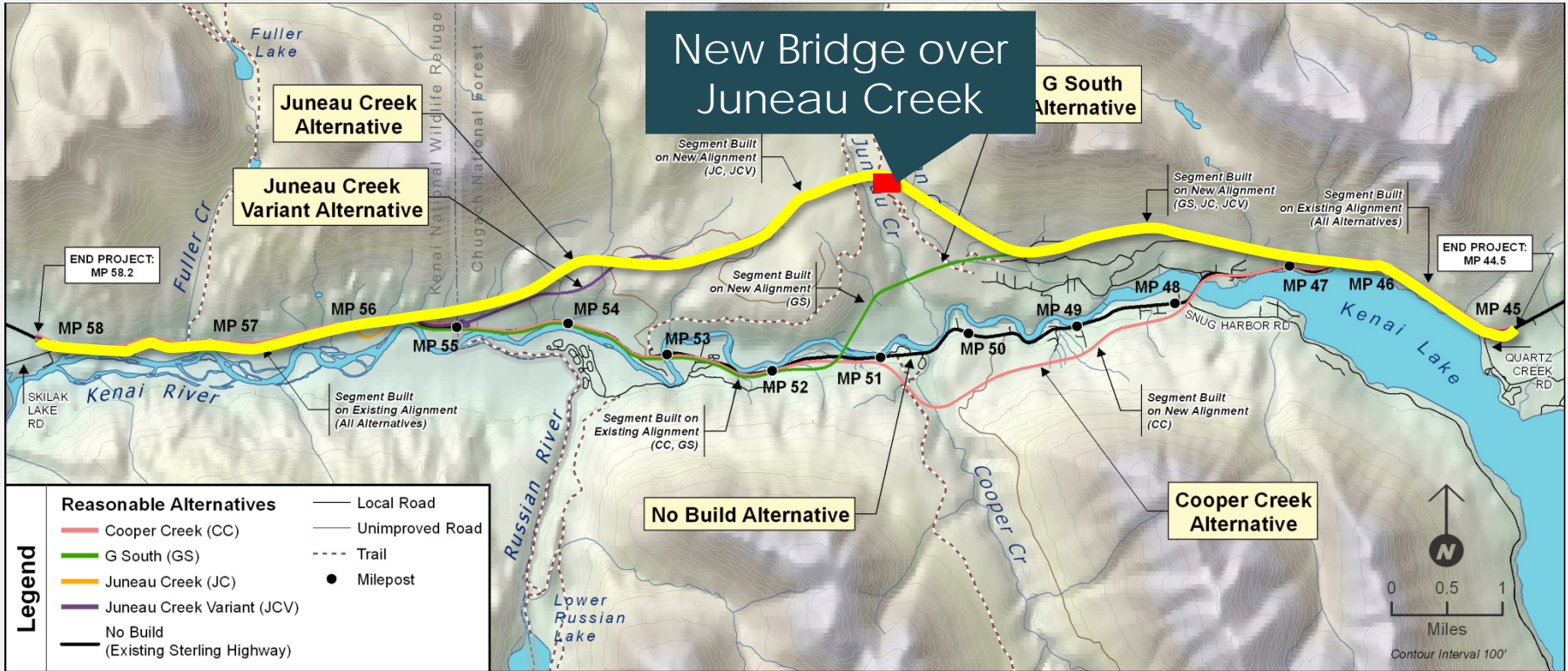






# Juneau Creek Alternative

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# Juneau Creek Alternative

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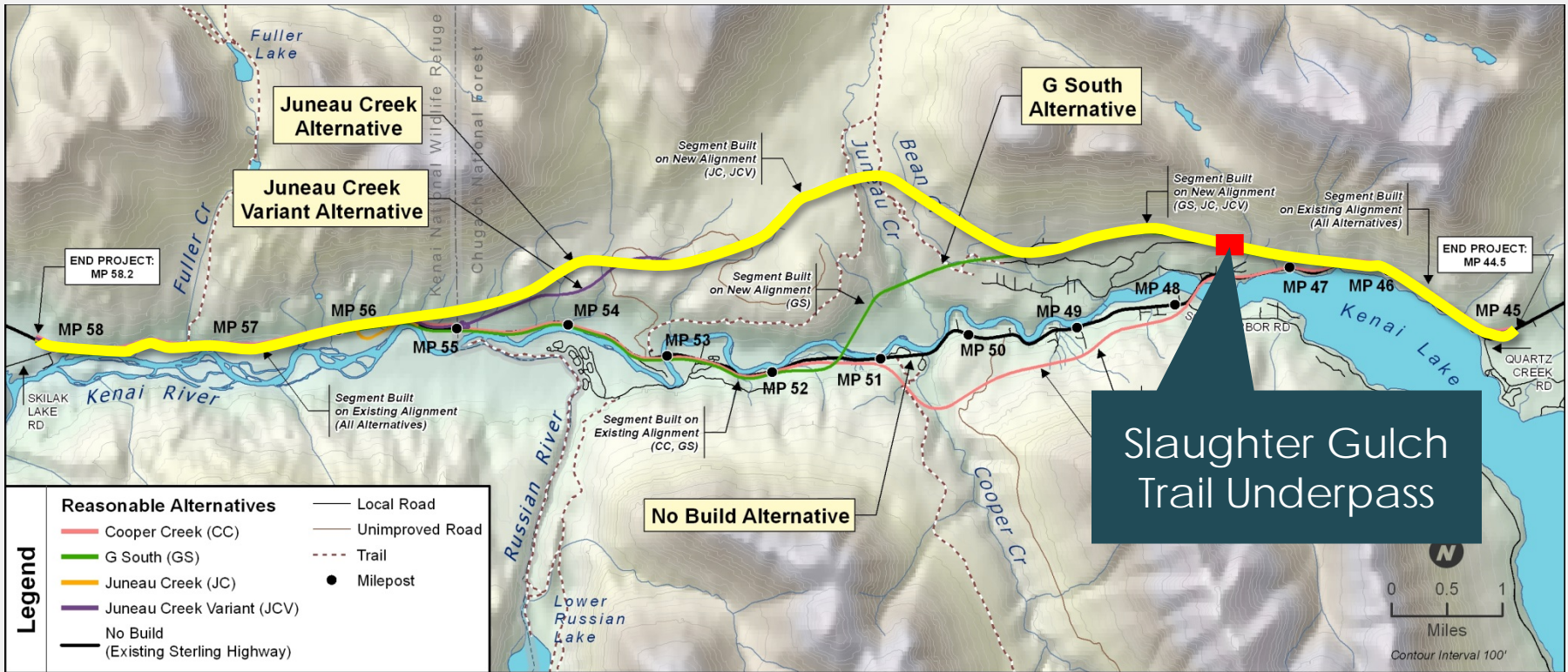






# Juneau Creek Alternative

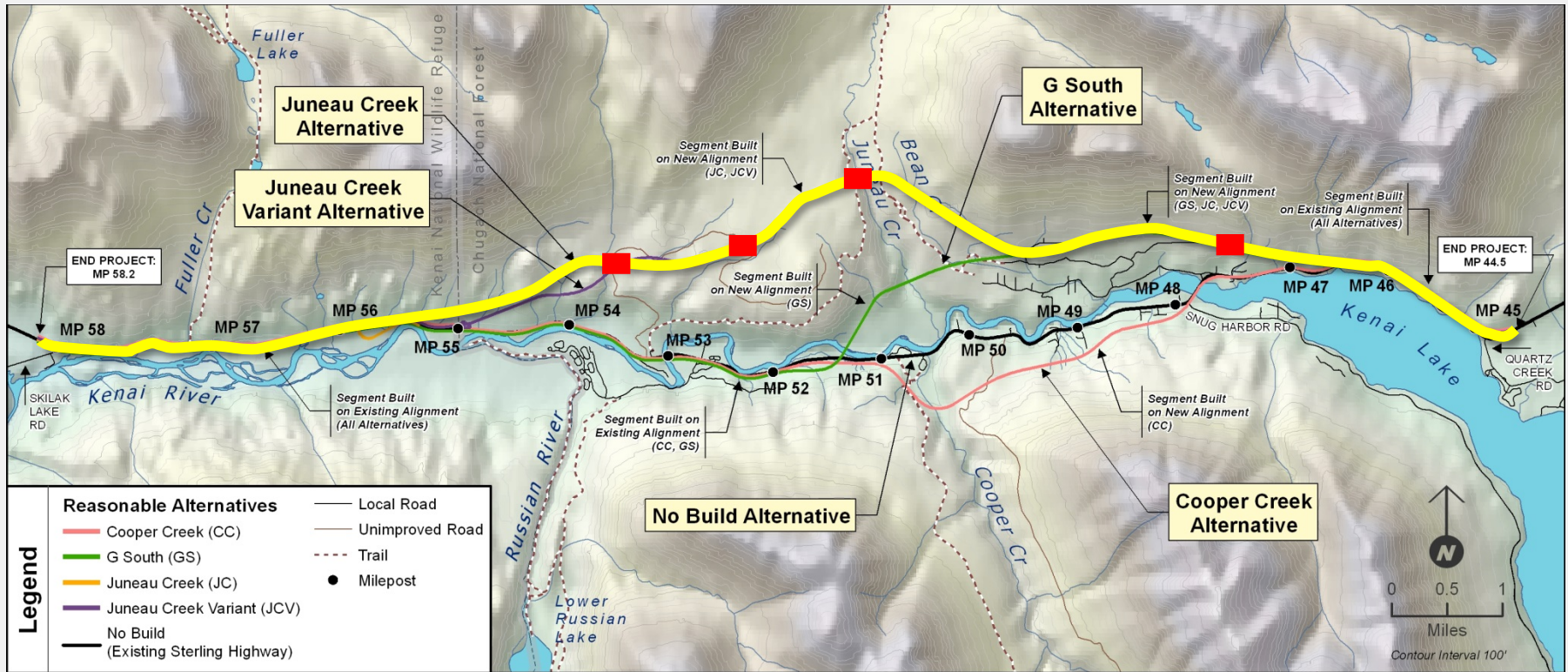
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# Juneau Creek Alternative

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# Juneau Creek Alternative

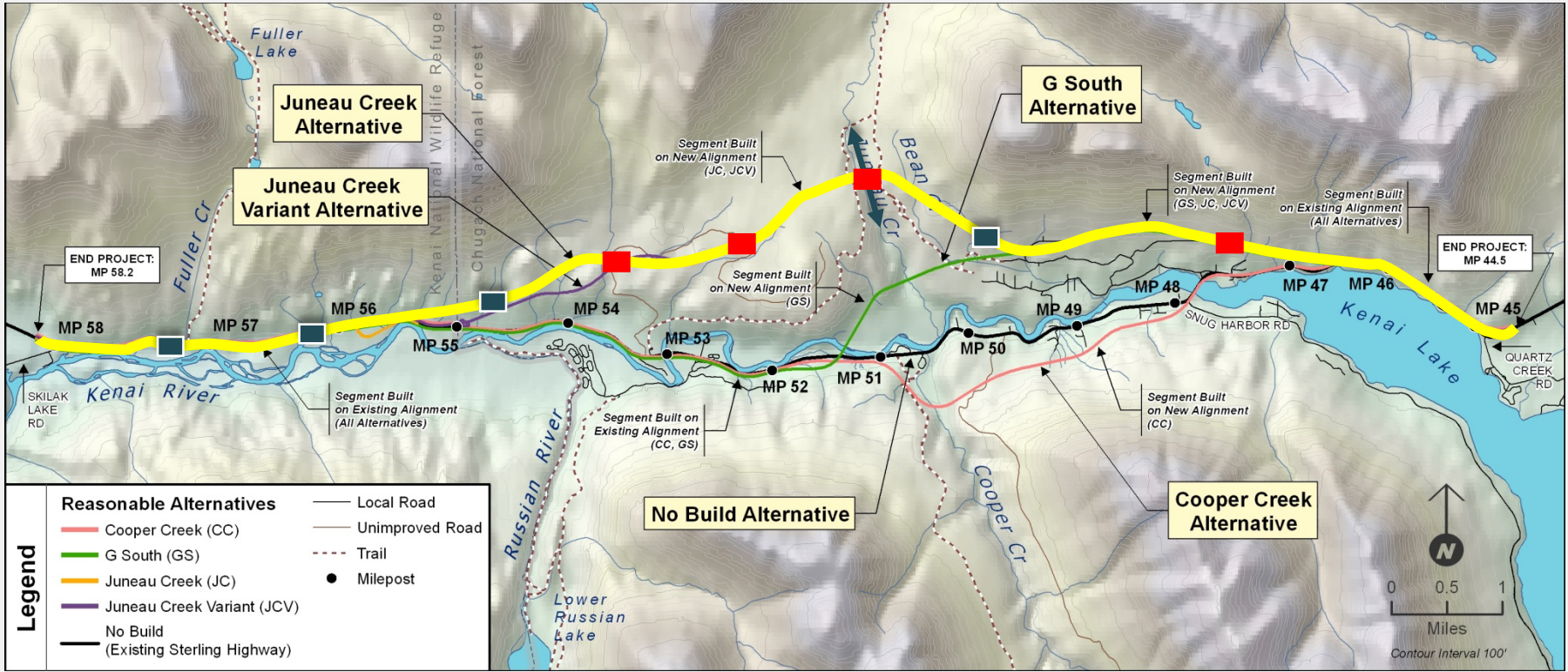
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Federal Highway Administration





# Juneau Creek Alternative

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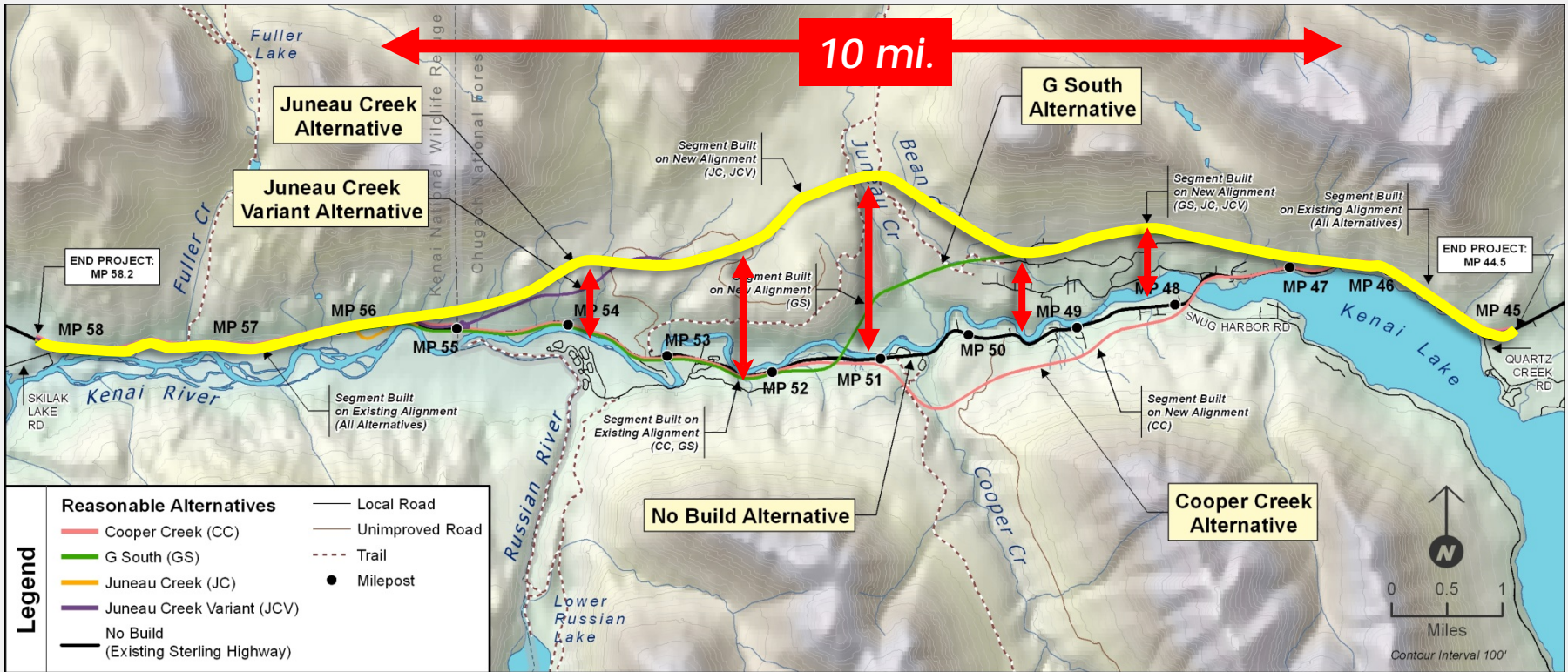


# Juneau Creek Alternative

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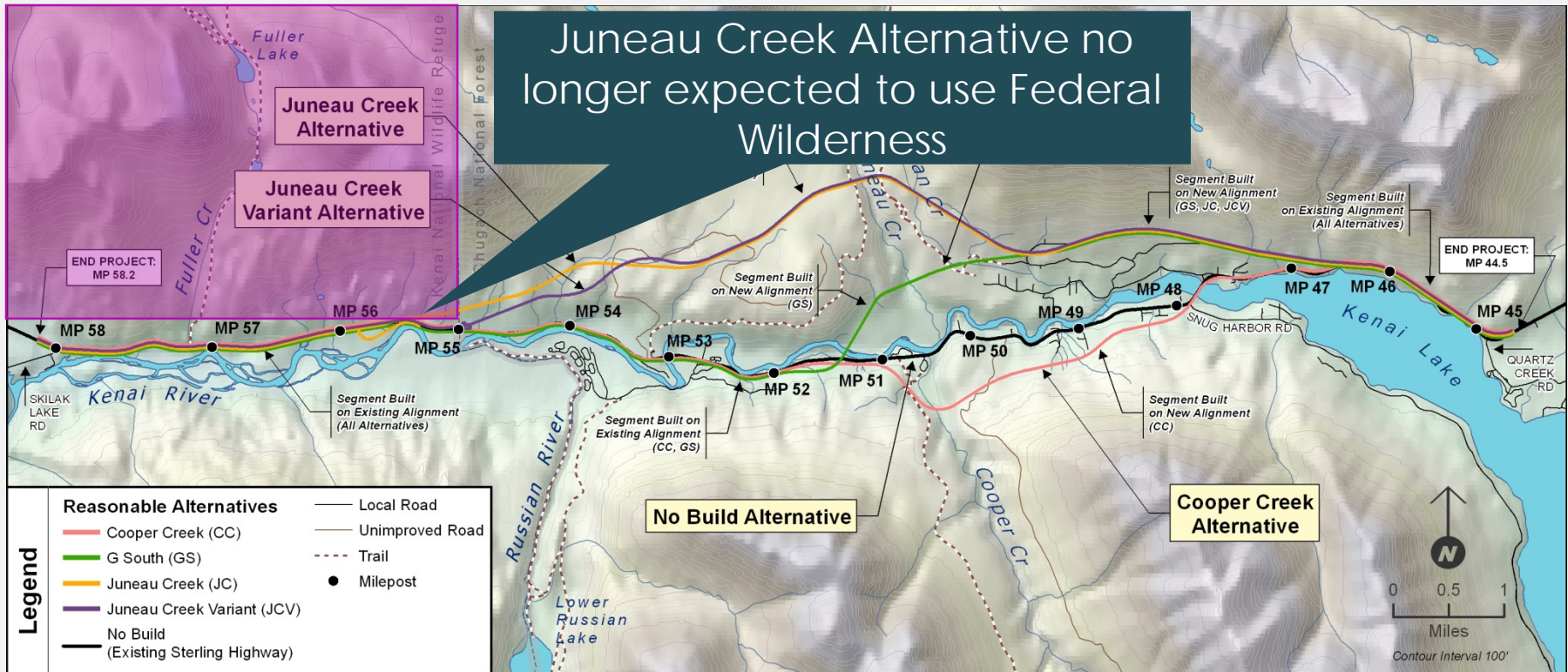
## Separation from Kenai River



- Moves traffic farthest from the Kenai River.
- Moves traffic away over nearly 10 miles.

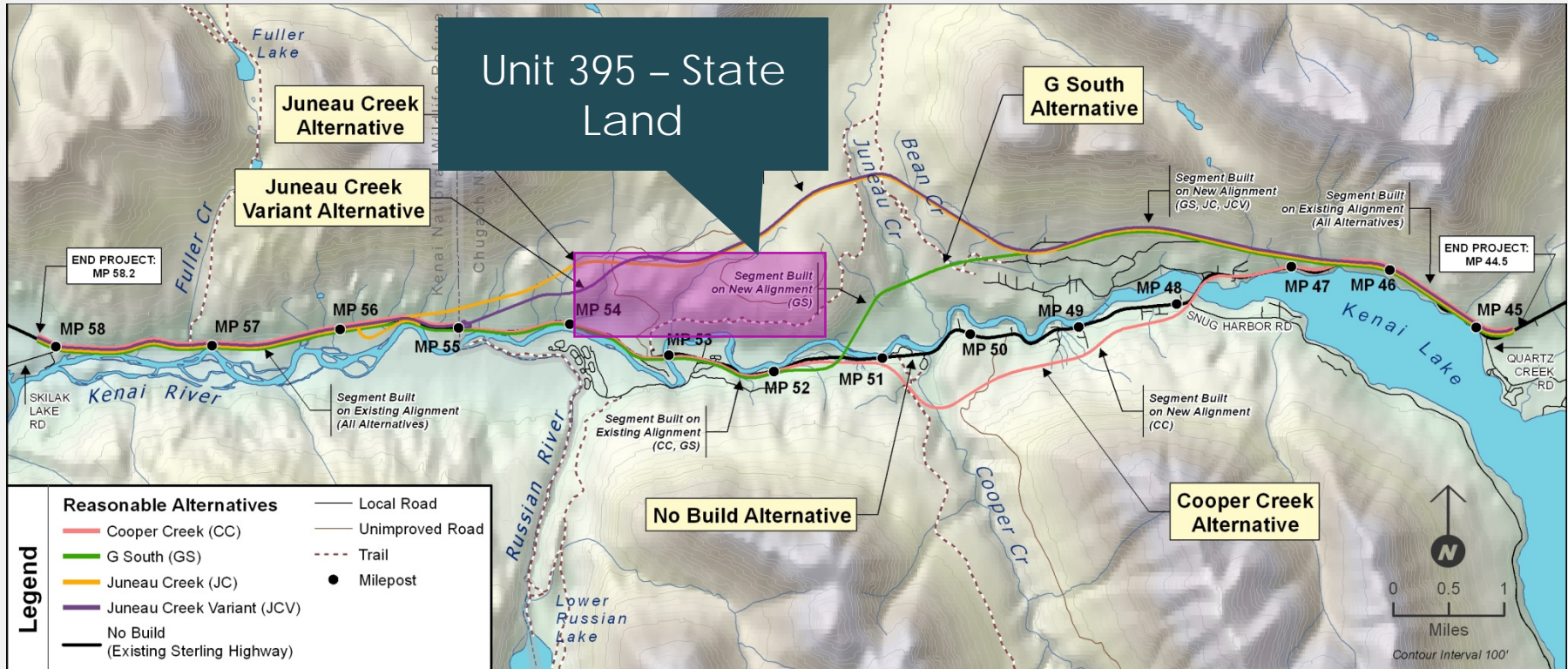


## Wilderness



- An unrelated land swap pre-approved by Congress had not occurred.
- Land swap now reasonably foreseeable.
- Alternative would use CIRI land instead of Wilderness.

## Land selection



- **Concern:** Would highway route selection steer DNR's decision to select land for development?
- **Decision made:** DNR decided in 2015 to pass Unit to Borough regardless of this project.





# Juneau Creek Alternative

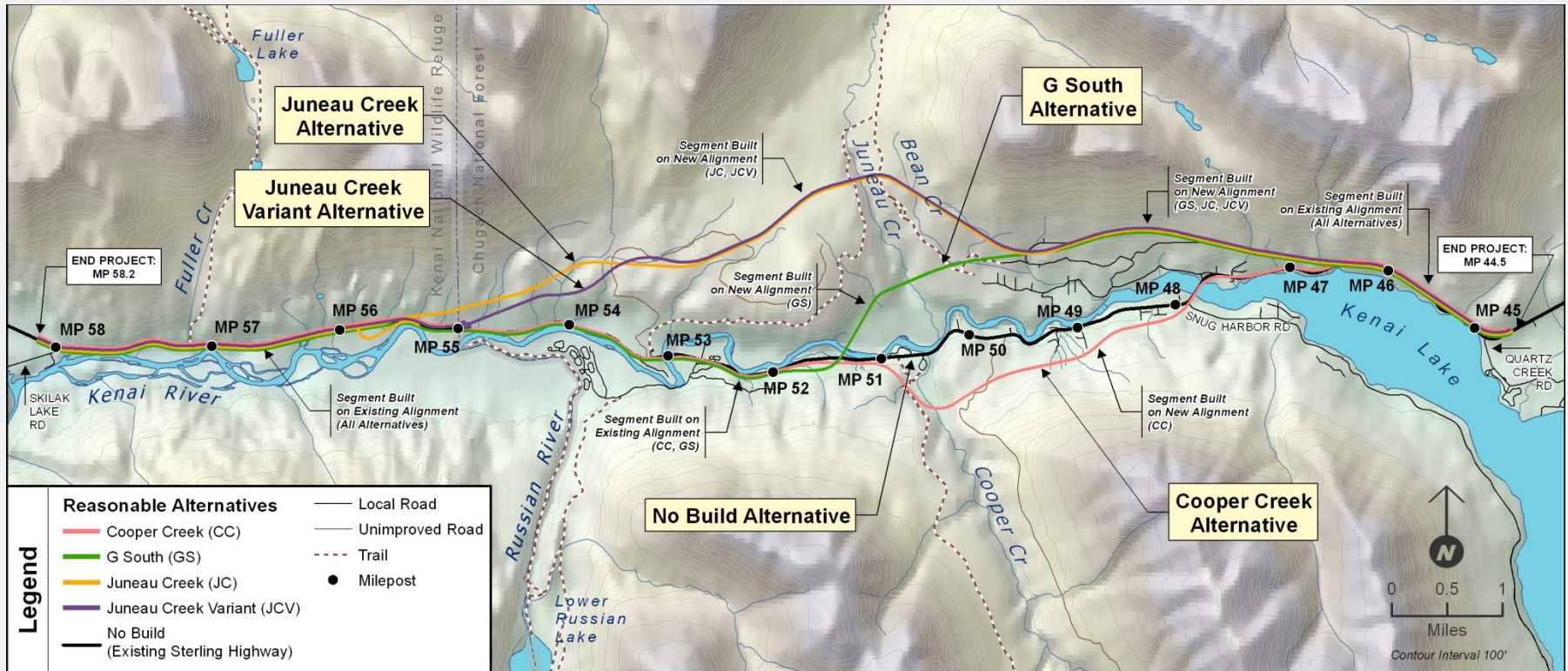


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## Compensatory Mitigation for Resurrection Pass Trail impacts

Note: Vanessa working on  
better graphic

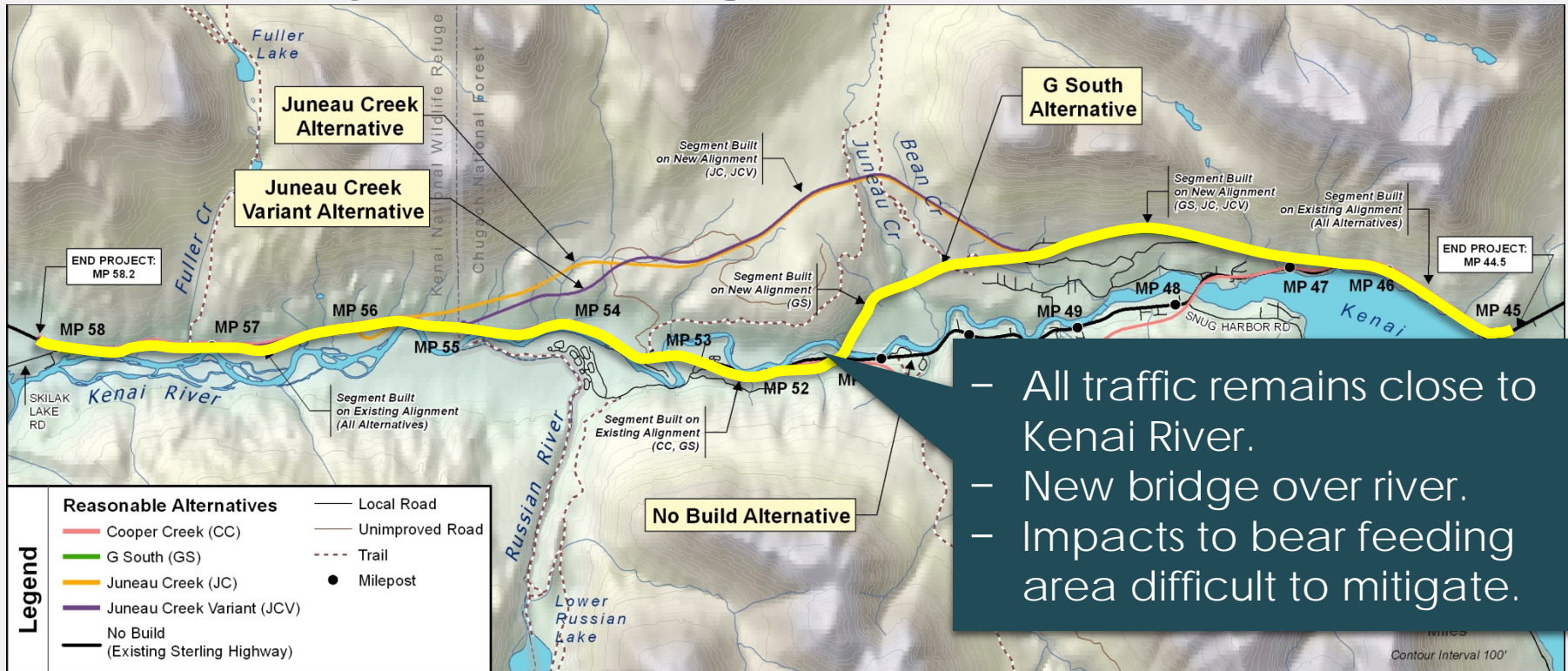
Add pedestrian  
passage for Iditarod  
National Historic Trail to  
**Snow River** bridges  
(Seward Highway).



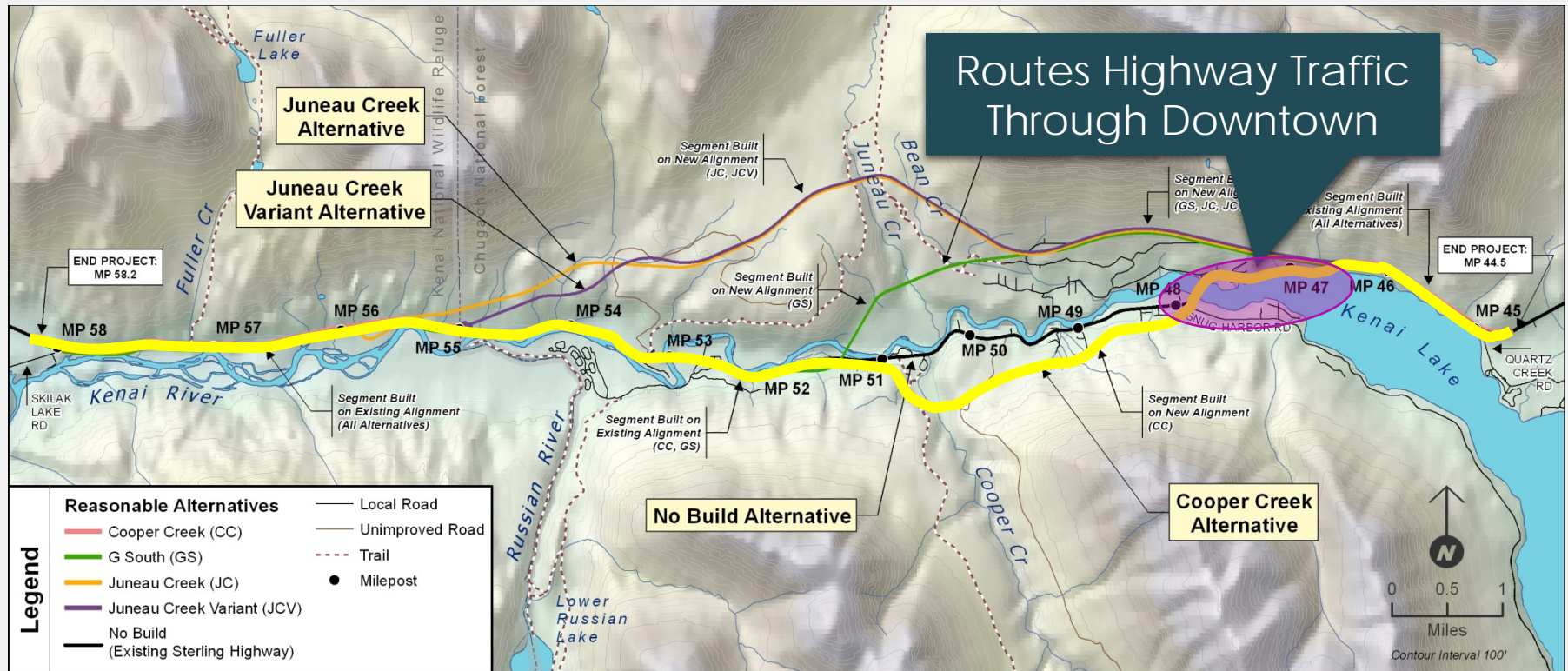
- There is no obvious good solution.
- All alternatives create important impacts.
- DOT&PF and FHWA weighed and balanced the issues.



## Why no longer Preferred?



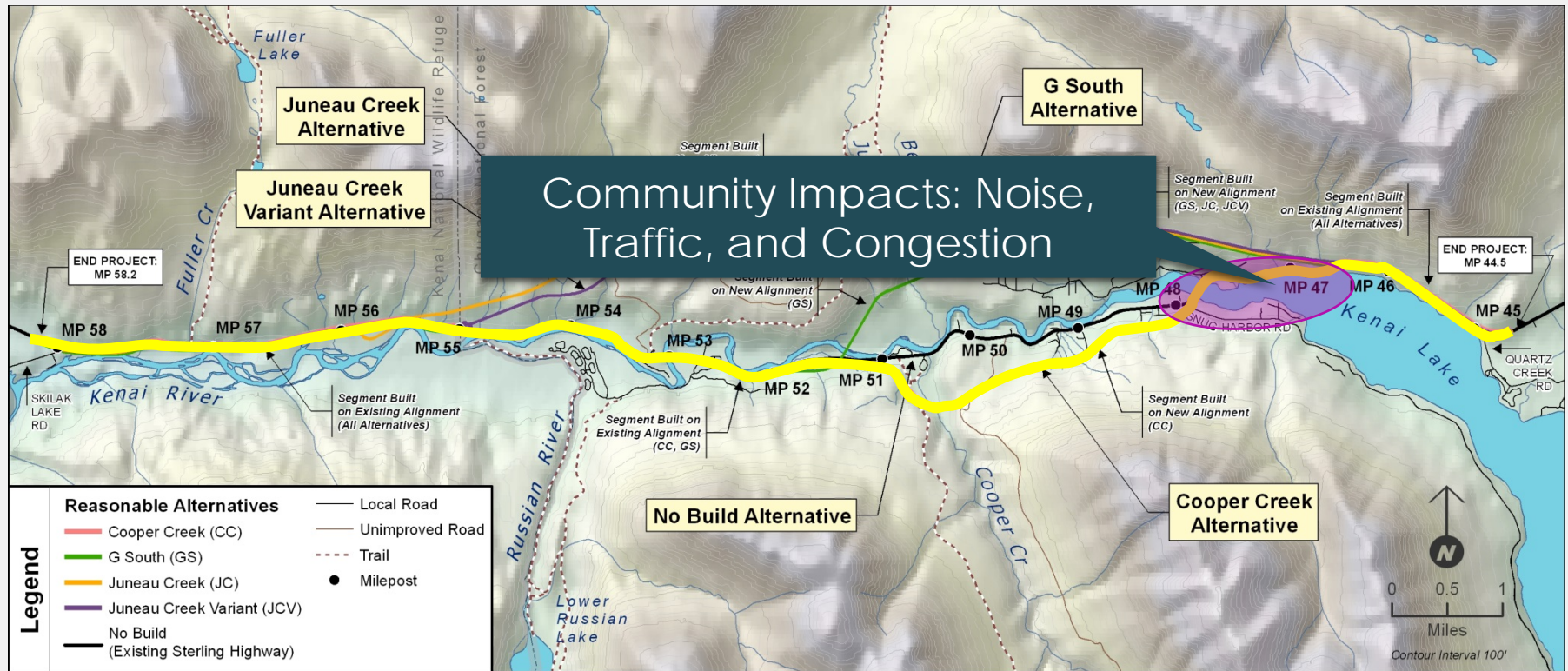
- Identified as preferred in 2015.
- Subsequent comments altered weighting of concern about Kenai River.



- Proximity to River
- Noise and Relocations

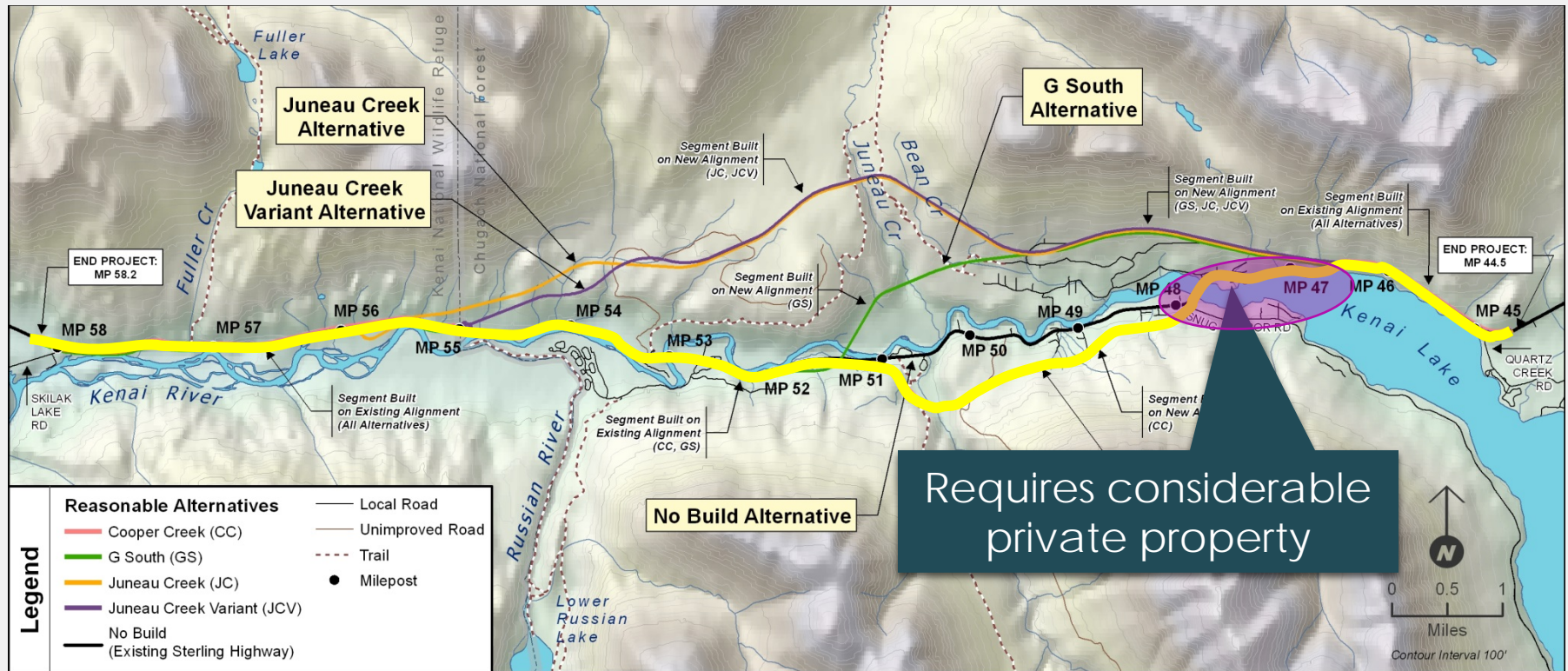
- Traffic/Congestion
- Worst Performance





- Proximity to River
- Noise and Relocations

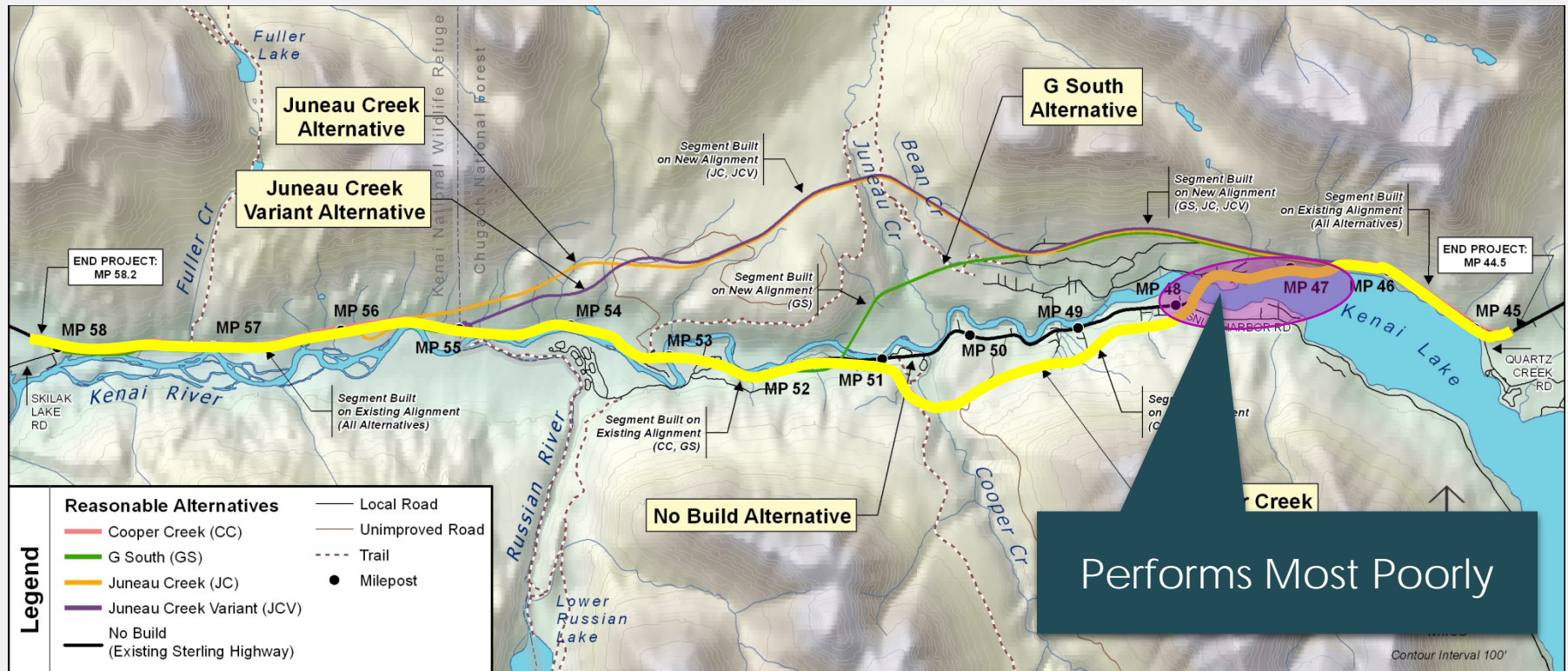
- Traffic/Congestion
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- Proximity to River
- Noise and Relocations

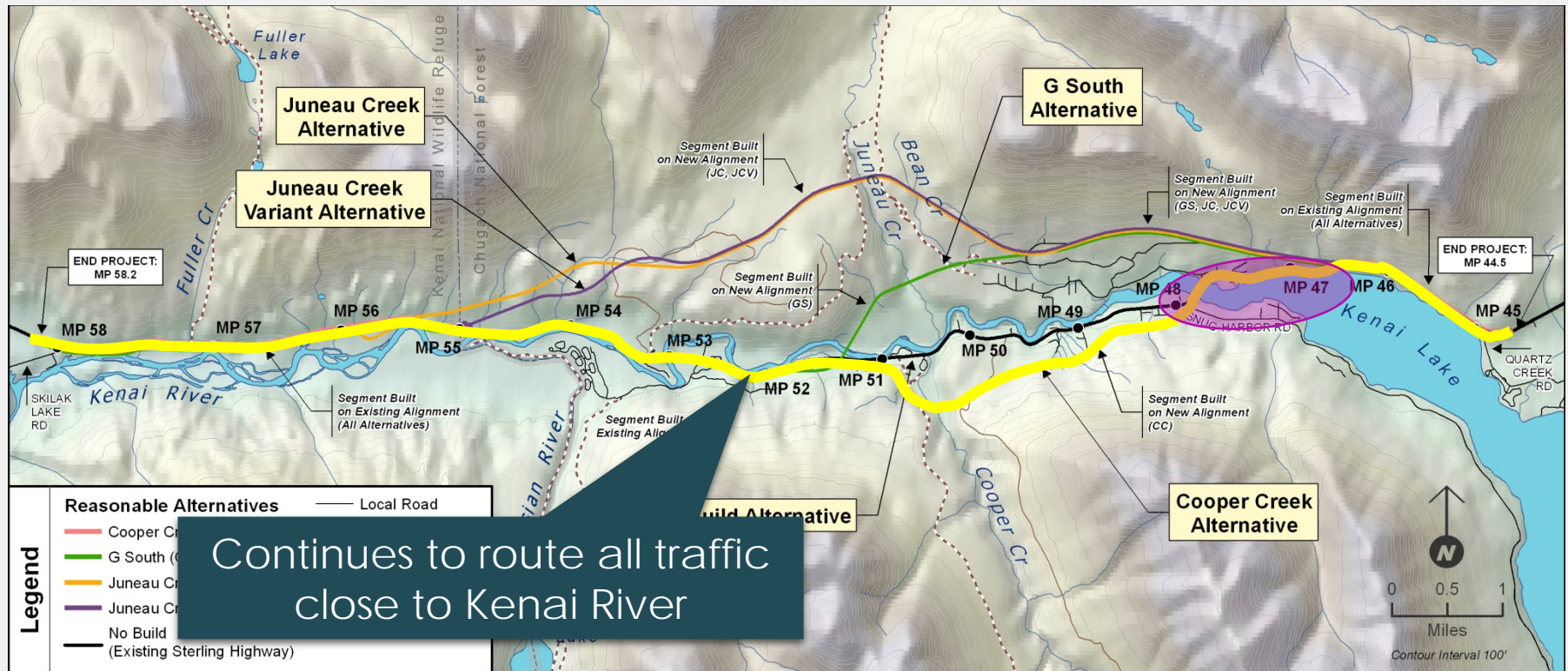
- Traffic/Congestion
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- Proximity to River
- Noise and Relocations

- Traffic/Congestion
- Worst Performance

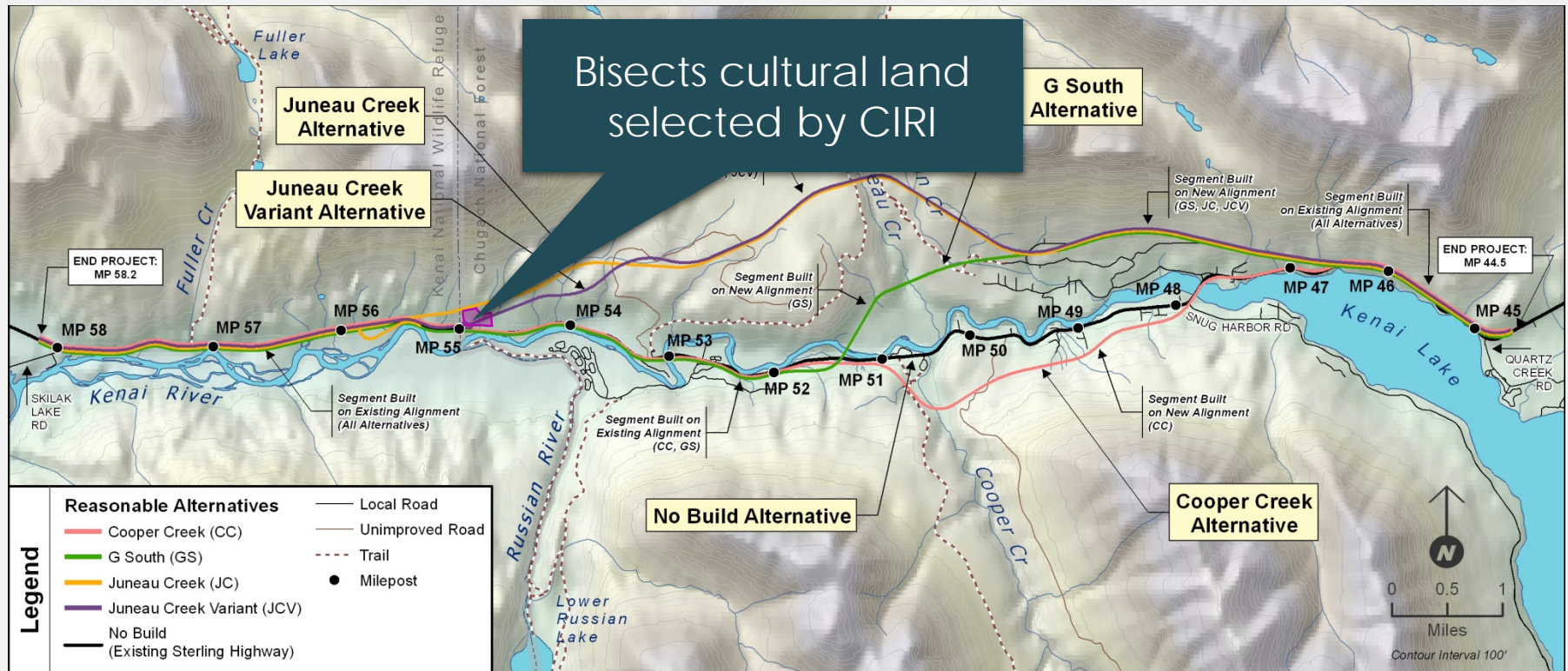


- Proximity to River
- Noise and Relocations

- Traffic/Congestion
- Worst Performance



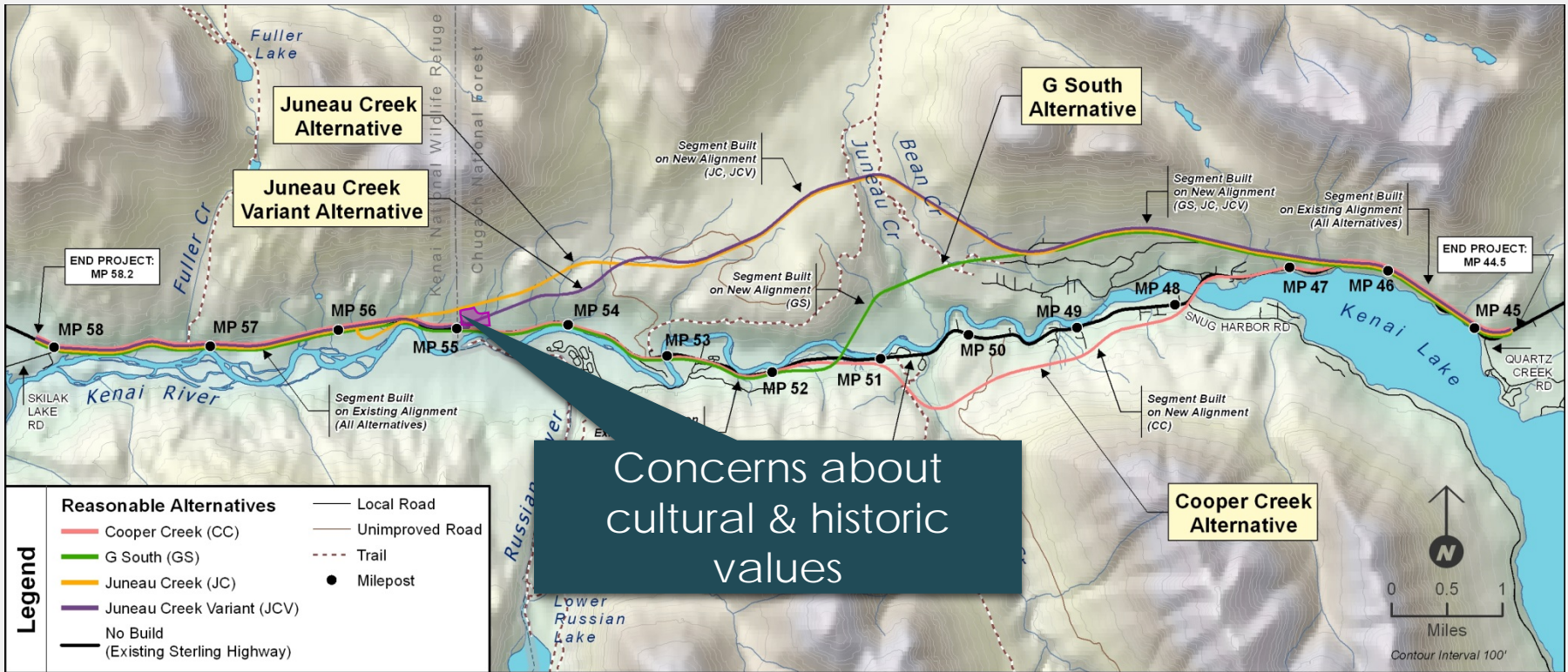
# Why not the Juneau Creek Variant?



- Heart of Sqilantnu-Russian River Confluence Site.
- Land is not replaceable.
- Agencies and Tribes indicate it "can't be mitigated."



# Why not the Juneau Creek Variant?



- Heart of SqiIantnu-Russian River Confluence Site.
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# Juneau Creek Preferred

U.S. Department of Transportation  
Federal Highway Administration



- Moves highway traffic away from Kenai River.
- Separates local community and recreation traffic from through traffic.
- Largely avoids impacts to:
  - *Kenai National Wildlife Refuge designated wilderness*
  - *CIRI selected cultural land*
  - *Private property (including noise impacts)*
- Performs best for traffic.



# Next Steps



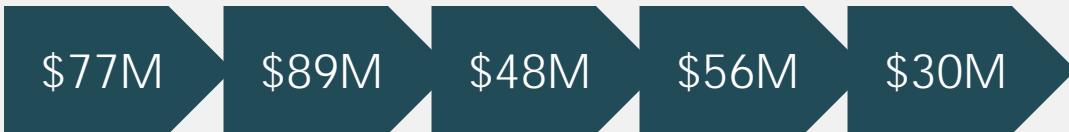
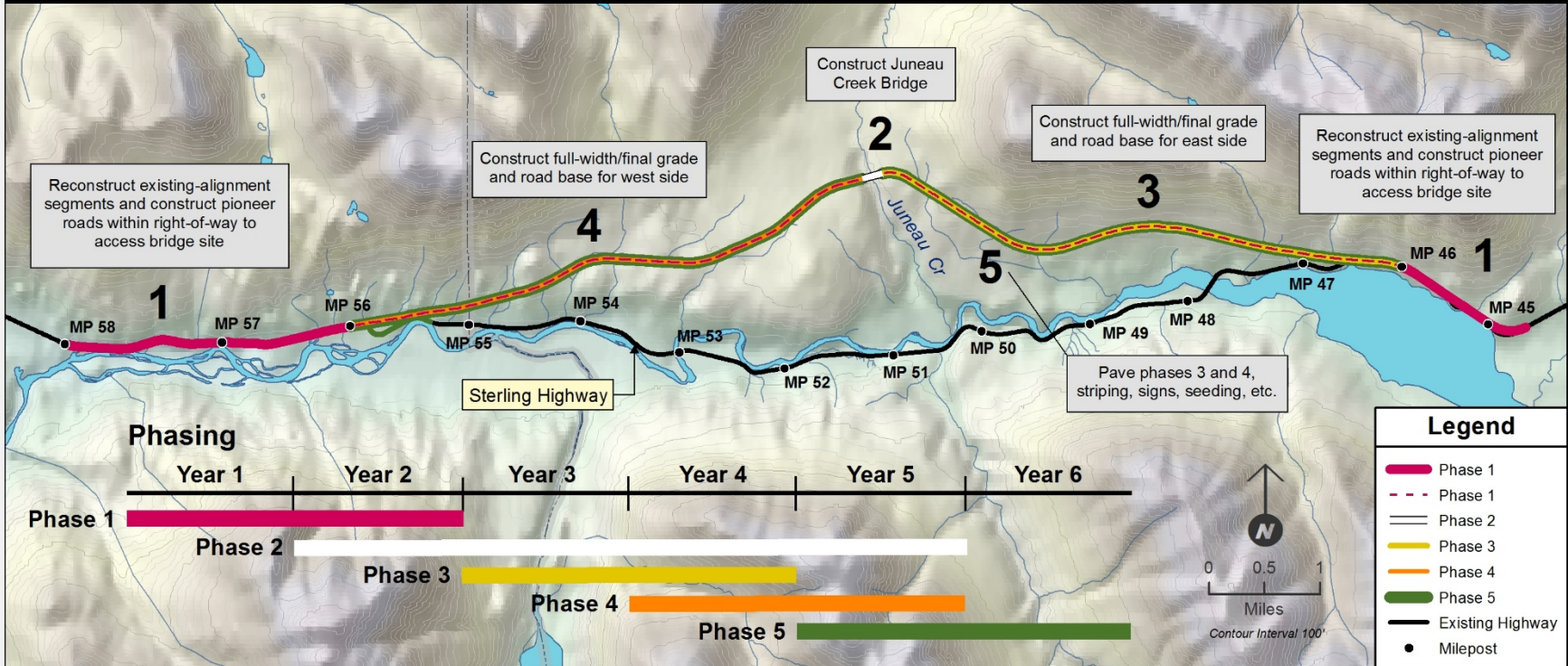
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- Gather feedback on FEIS
- Record of Decision – anticipated April/May
- Design could start in 2018
- Construction





- Phase 1.** Rebuild existing segments, and access bridge site.
- Phase 2.** Build bridge.
- Phases 3. & 4.** Build final grade for new alignment east and west
- Phase 5.** Pave new alignment, and connect to Phase 1.



**Total: \$299.4 Million**  
*Construction could begin in 2020*



# Ways to Comment



U.S. Department of Transportation  
Federal Highway Administration

- Fill out a comment sheet
- Visit the website [www.sterlinghighway.net](http://www.sterlinghighway.net)
- Please share your thoughts by April 16, 2018







# Thank you.

# Questions?