



KNIK ARM BRIDGE and TOLL AUTHORITY
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Read more about KNIK ARM CROSSING NEWS

- Corridor Development
- Screening Process
- Alternatives to be Carried Forward in the Draft EIS
- Project News

inside this issue.

The Schedule

Draft EIS released	Final EIS
Public hearings		Record of decision
Draft permits		Final permits
<i>late 2005</i>	—————	<i>spring/summer 2006</i>

More Questions?

Try our website: www.knikarmbridge.com

Or contact:

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KABATA

KNIK ARM CROSSING

DOT&PF



KNIK ARM CROSSING NEWS

Volume 4, 2005

Designed to keep you up-to-date on the Knik Arm Crossing project.

Announcing the Alternatives

Detailed analysis of alternatives to be carried forward in the draft Environmental Impact Statement

The Federal Highway Administration (FHWA) has announced the alternatives that will be carried forward for detailed study in the draft Environmental Impact Statement (EIS) for the Knik Arm Crossing. Potential crossing and approach corridors were developed and presented to the public and tribes, and to local, state, and federal agencies during the scoping process for review and comment. Within the screened corridors, alternatives were developed that will be studied in the EIS. Input from the public, tribes and agencies during scoping has been instrumental in the screening of corridors and modes, and subsequent development of alternatives.

The mode to be carried forward is a roadway with a span bridge crossing Knik Arm. On the Mat-Su side, the Point MacKenzie Road and Northern Access alternatives will be carried forward. The Crossing alternative to be carried forward is the Southern Alignment. On

the Anchorage side, two alternatives will be carried forward: the Below-the-Bluff alternative with the Erickson Street variant and the Below-the-Bluff alternative with a Degan Street variant.

The following articles briefly identify the various alternatives that resulted from corridor evaluations, and identify the primary factors used to determine whether to carry a corridor forward as an alternative to be evaluated in the draft EIS. A detailed documentation of the scoping process, and alternatives development and screening, will be available in a report titled *Scoping Summary Report: Comments, Actions, Alternatives*, expected to be released in late October 2005.

What happens next? The draft EIS will provide a detailed analysis of significant issues, alternatives, and impacts and avoidance measures, along with another opportunity for public review and comment.



Interdisciplinary Team Meeting, July 14, 2005

NEWS UPDATE

What has happened?

- 8/9 Non-Governmental Organizations meeting
- 8/12 Public comment deadline
- 8/19 Agency meeting
- 8/29 Presentation given at Regional Transportation Planning Organization meeting
- 8/31 Principals' meeting

Regularly scheduled meetings among government and agency executives to candidly discuss aspects of the project.

- 9/27 Interdisciplinary team meeting:
Regularly scheduled meetings for agency and government representatives.

- 9/28 KABATA Annual Board Meeting
- 9/28 Non-Governmental Organizations meeting
- 9/28 and 9/29 Historic Preservation Workshop

What's coming up?

- October: Scoping Summary Report; draft EIS in for review; Principals' Meeting

Evaluating Modes and Corridors

Transportation modes and corridors are first evaluated based on the project’s purpose and need, including financial feasibility and sustainability, efficiency, and furthering regional transportation systems and infrastructure to meet existing and projected population growth. Secondly, modes and corridors

are screened through a series of technical criteria that include evaluating whether the project is technically feasible, can meet permit requirements, and are compatible with military mission or operations. Screening criteria are the determining factors in whether an alternative is carried forward for

detailed analysis in the draft EIS. A determination that a given alternative is not carried forward does not imply that the alternative is without merit or should not be built at some future time, but simply means that the alternative does not meet the screening criteria for this project.

TRANSPORTATION MODES ANALYSIS

Determining which modes best meet project need and technical criteria

The Knik Arm Crossing project is proposed as part of an integrated multi-modal transportation system that includes:

- roads
- bridges
- rail – heavy and commuter
- ferries
- ports
- public transportation (buses)

All of the transportation modes are necessary and each has a particular strength to meet a particular transportation need. Although the

Knik Arm Bridge and Toll Authority (KABATA) has been charged to build a bridge across Knik Arm, the draft EIS will consider a range of alternatives. The following modes were considered in developing alternatives:

- roads
- ferry
- rail – heavy and commuter
- carpool/vanpool
- public transportation

Five potential modes were evaluated in the table below. The two modes that will be carried forward

for further evaluation in the draft EIS are the Roadway/Bridge Alternative and the No Action Alternative. The Roadway/Bridge Alternative includes consideration of surface roads and crossing structures such as tunnels and bridges. The No-Action Alternative incorporates all planned development and projects by the Alaska Railroad Corporation, Matanuska-Susitna Borough (MSB) ferry system, MSB and Municipality of Anchorage traffic projects, and the state highway improvements through 2030.

Modes	Determining factors	To be evaluated in the draft EIS
Expanded Commuter Ferry	Does not meet financial feasibility, efficiency, system redundancy/emergency access criteria	Yes (as a part of No-Action Alternative)
Stand Alone Commuter Rail	Does not meet purpose and need to connect Port MacKenzie with Anchorage, financial feasibility, transport of freight, connections, system redundancy/emergency access criteria	No
Stand Alone Heavy (Freight) Rail With Crossing	Does not meet financial feasibility, passenger/passenger vehicle transport, system redundancy/emergency access criteria	No
Multi-modal/Systems Alternative: Commuter rail Express bus, in-town trolley, expanded bus service Carpool/van pool Ferry: commuter and freight	Does not meet financial feasibility, efficiency (travel time and mode connections), system redundancy/emergency access criteria	No
Roadway/Bridge	Meets all criteria including connection of Port MacKenzie with Anchorage, financial feasibility, efficiency, system redundancy/emergency access, transportation of freight and vehicles	Yes

Detailed information will be available in the Scoping Summary Report: Comments, Actions, Alternatives and in the draft EIS.

ALTERNATIVES ANALYSIS

Determining which alternatives best meet project need and technical criteria

Mat-Su Corridor Analysis

An initial project corridor developed on the Mat-Su side (called the Point MacKenzie Road corridor because it largely follows the existing Point MacKenzie Road) originally ended at the edge of the Port MacKenzie District. During the scoping process, FHWA was asked by the MSB and others to look into extending the corridor north beyond the edge of the Port MacKenzie District. Following meetings with representatives of Port MacKenzie,

the MSB, and Alaska Department of Transportation and Public Facilities, the corridor was extended to the intersection of Point MacKenzie Road and Burma Road.

The scoping process also yielded a request from Port MacKenzie that the project investigate an alternate corridor on the Mat-Su side to avoid bisecting Port MacKenzie. As a result of that request, FHWA developed the Northern Access corridor.



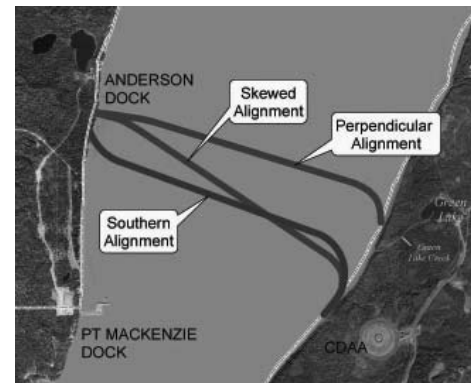
Mat-Su Corridors	Determining factors	To be evaluated in the draft EIS
Point MacKenzie Road Corridor	Meets all criteria including financial feasibility/sustainability, efficiency, system redundancy/emergency access, technical feasibility, no known military impacts	Yes
Northern Access Corridor	Meets all criteria including financial feasibility/sustainability, efficiency, system redundancy/emergency access, technical feasibility, no known military impacts	Yes

Detailed information will be available in the Scoping Summary Report: Comments, Actions, Alternatives and in the draft EIS.

Crossing Analysis

Crossings span the Knik Arm from Point MacKenzie on the Mat-Su side (near Anderson Dock) to the general vicinity of Anchorage. Originally, two crossings were developed: the Perpendicular and the Skewed. Results of technical studies and consultation with resource agencies and the military, led to the development by FHWA of

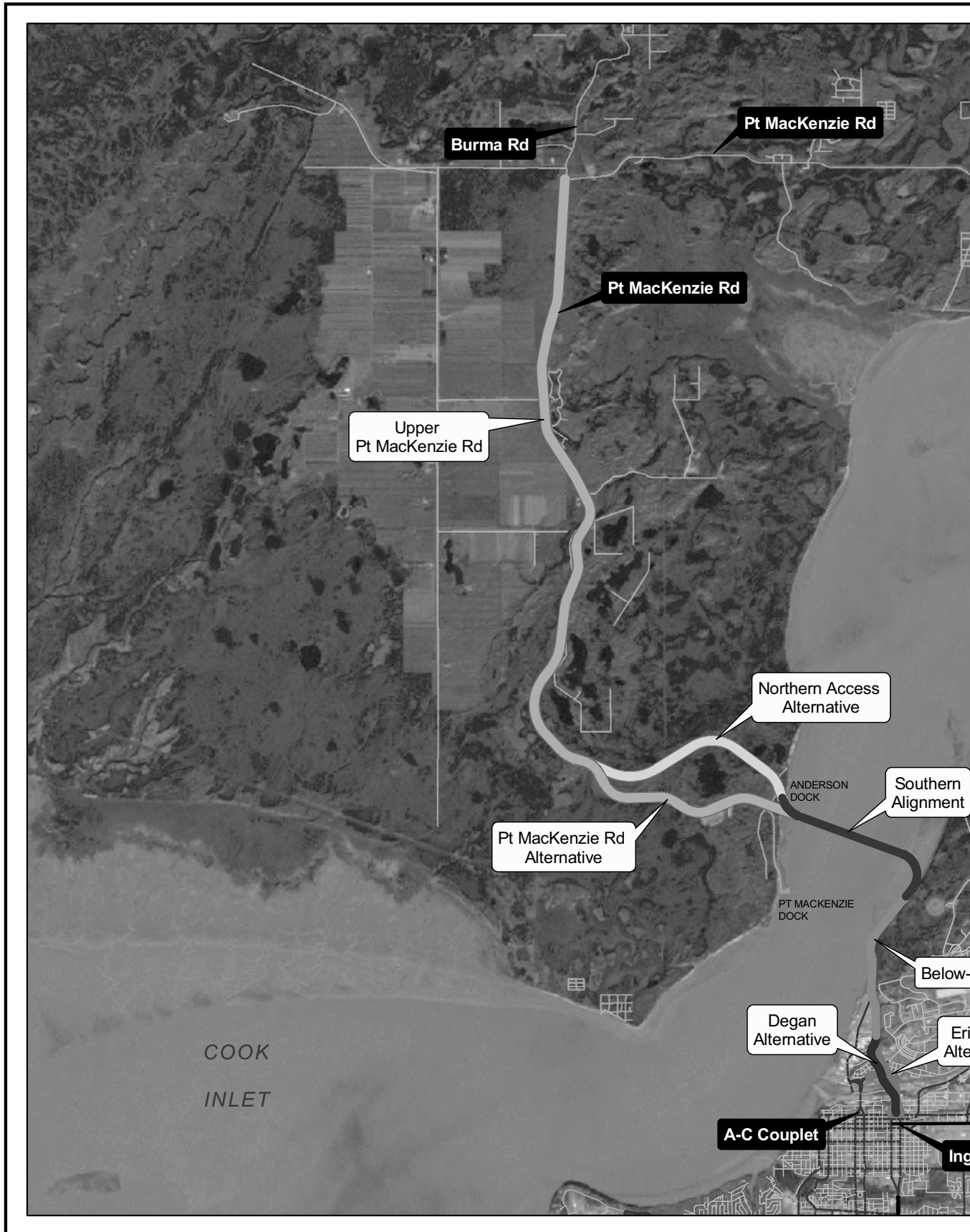
a third crossing, called the Southern Alignment. The Southern Alignment avoids constraints such as conflicts with military operations, impacts to beluga whale habitat, technical feasibility of constructing a bridge over a deepwater trough, and connectivity to the Mat-Su side.



Knik Arm Crossing Corridors	Determining factors	To be evaluated in the draft EIS
Perpendicular Alignment	Does not meet criteria for permitting due to proximity to beluga whale habitat at Six Mile Creek and impacts military mission	No
Skewed Alignment	Does not meet technical criteria for Knik Arm tidal and ice flows	No
Southern Alignment	Meets all criteria including sustainability, efficiency, system redundancy, financial feasibility, technical feasibility, no adverse military impacts	Yes

Detailed information will be available in the Scoping Summary Report: Comments, Actions, Alternatives and in the draft EIS.

Map of Alternatives to be Evaluated in Detail in the draft Environmental





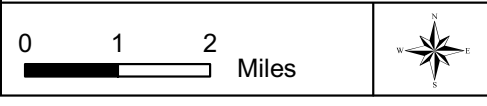
Knik Arm Crossing Alternatives

Legend

- Minor Road
- Arterial Road
- Collector Road
- Highway
- Upper Point MacKenzie Rd
- Northern Access Alternative
- Point MacKenzie Rd Alternative
- Southern Alignment
- Below-the-Bluff
- Degan Alternative
- Erickson Alternative



Map Notes:
 Map Projection:
 AK State Plane Zone 4, NAD 83
 File: Z:\200936 Knik Arm Bridge & Toll Authority\
 21132 NEPA EIS, Permitting & Prel Engineering\
 GIS\MXD 9\Alignment_Maps\alcarriedcorridors092205.mxd
 Data Sources: Mat-Su Borough, Municipality of Anchorage, PND, HDR
 Author: HDR Alaska, Inc. VB
 September 23, 2005



Anchorage Corridor Analysis

An initial study corridor, called the Below-the-Bluff corridor, began at the landing of the Perpendicular, Skewed, or Southern crossing alignments, traversed along the bottom of the bluff on the west side of Elmendorf Air Force Base (Elmendorf), then followed one of three original variants under, around, or through the Government Hill neighborhood to connect to the A-C couplet. Public and agency scoping comments, as well as comments from Government Hill Community Council, requested that other corridors be considered, including corridors that would avoid Government Hill, Downtown Anchorage, and the A-C couplet for all or part of the route. Additional scoping comments indicated that construction of a viaduct

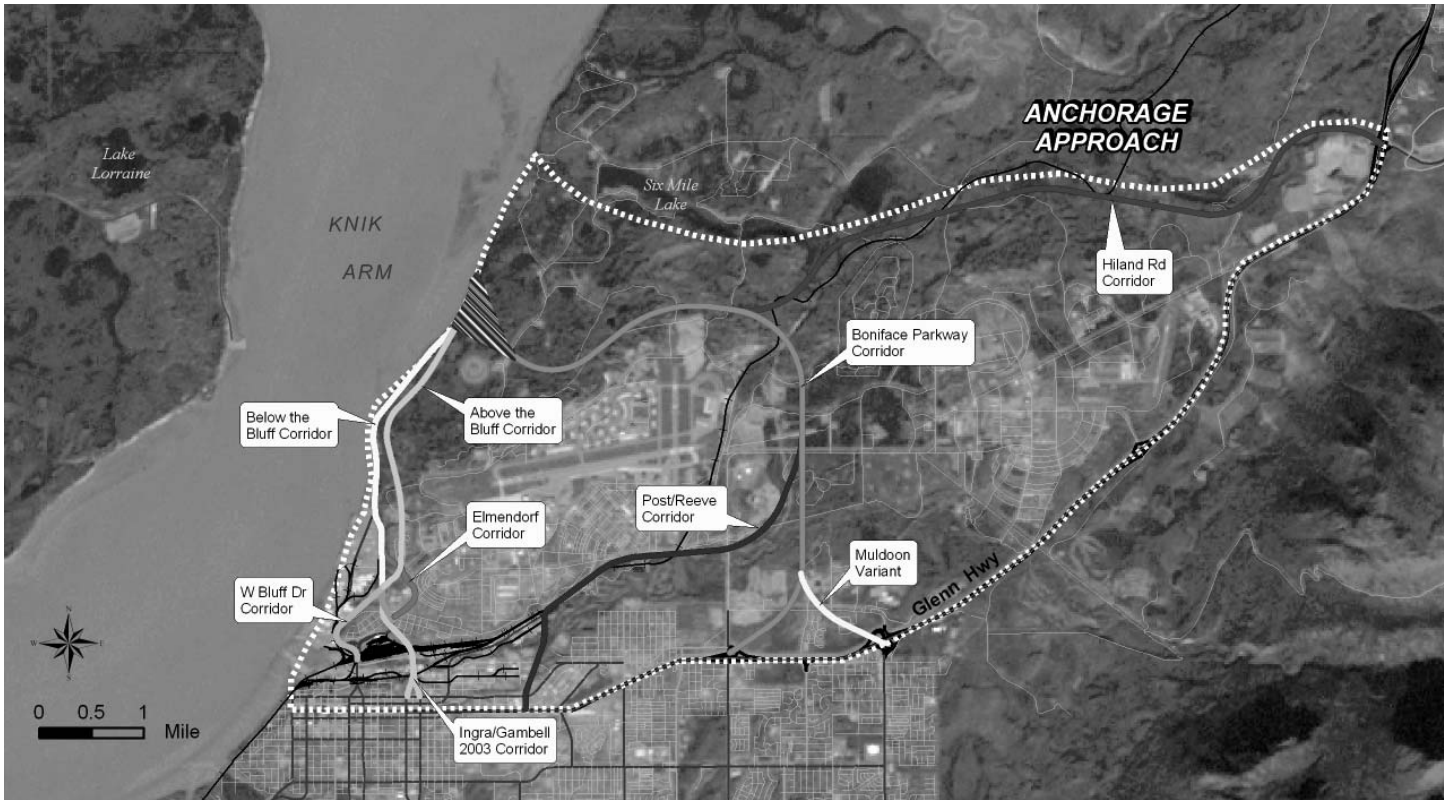
connection to Ingra-Gambell should be considered to link the Below-the-Bluff corridor to the Glenn and Seward Highways. Comments suggested that corridors should minimize use of intertidal lands and that new corridors across military lands be considered. Comments from representatives of the Alaskan Command (joint military command) indicated that corridors on military lands could be a possibility and would be reviewed and further comment would be provided.

In response to these scoping comments, FHWA expanded the study area and added five corridors on the Anchorage-side. One corridor, the Above-the-Bluff corridor, enters Elmendorf and follows the top of the bluff south, before connecting into any

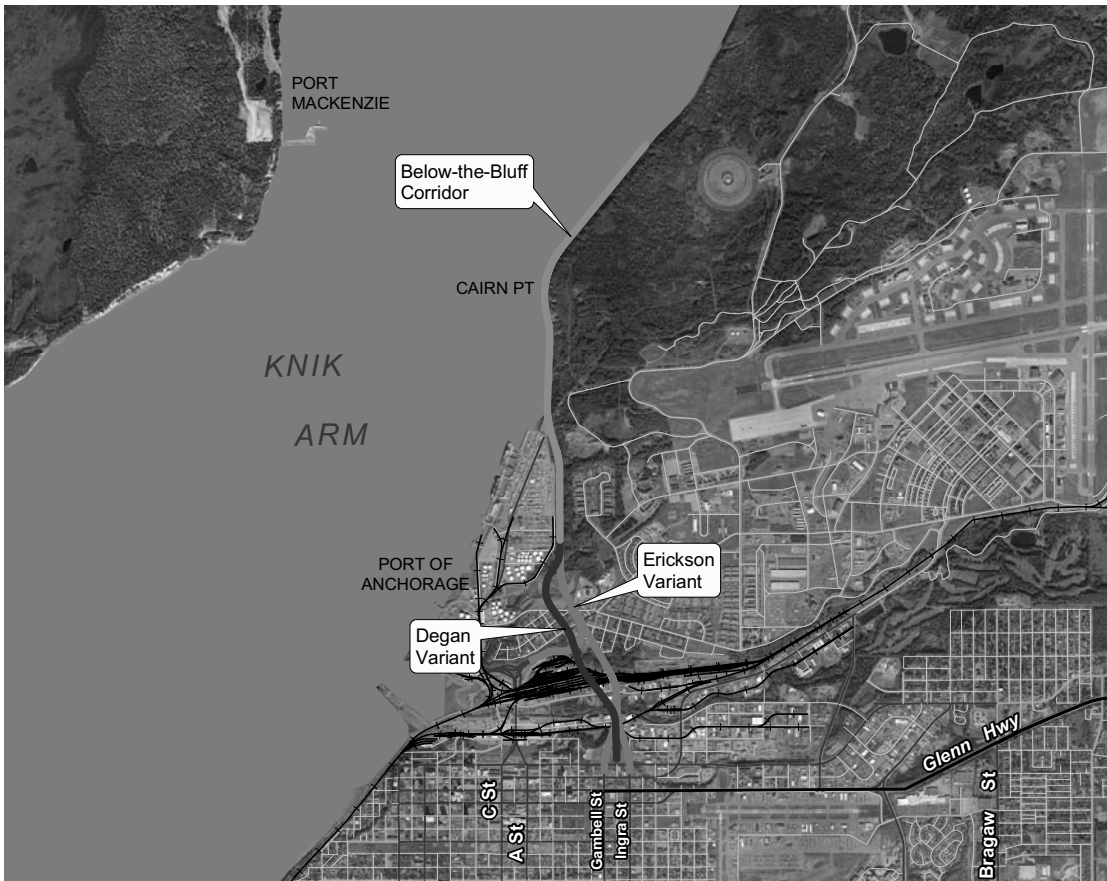
one of the same variants as the Below-the-Bluff corridor, leading under, around, or through the Government Hill neighborhood to connect to the A-C couplet. The other four corridors traverse Elmendorf and connect to the Glenn Highway, including a northern corridor to Hiland Road; two corridors that terminate at either Muldoon Road or Boniface Parkway; and one that follows Post Road/Reeve Boulevard. Initially, either the Erickson or Degan Street alternative will connect to the A/C Couplet. By the year 2020, traffic demand will necessitate phasing in an Erickson or Degan Street connection to the Ingra-Gambell couplet to link the corridor to the Glenn and Seward Highways.

Anchorage Corridors	Determining factors	To be evaluated in the draft EIS
Below-the-Bluff Corridor	Meets all criteria including sustainability, efficiency, system redundancy, financial feasibility, technical feasibility, no known military impacts	Yes
West Bluff Drive Variant	Does not meet design criteria for technical feasibility	No
Erickson Variant	Meets all criteria including sustainability, efficiency, system redundancy, financial feasibility, technical feasibility, no known military impacts	Yes
Elmendorf Variant	Does not meet design criteria for technical feasibility	No
Degan Variant	Meets all criteria including sustainability, efficiency, system redundancy, financial feasibility, technical feasibility, no known military impacts	Yes
Above-the-Bluff Corridor	Adversely affects military mission	No
Hiland Road Corridor	Does not meet criteria for efficiency, system redundancy, impacts to military mission	No
Boniface Parkway Corridor	Does not meet criteria for efficiency, impacts to military mission	No
Muldoon Road Corridor	Does not meet criteria for efficiency, impacts to military mission	No
Post Road/Reeve Boulevard Corridor	Does not meet criteria for technical feasibility, impacts to military mission	No

Detailed information will be available in the Scoping Summary Report: Comments, Actions, Alternatives and in the draft EIS.



Full range of Anchorage Corridors screened



Anchorage Alternatives to be carried forward for detailed study in the draft EIS