

Proposed Southern Extension of Trunk Road Alternative Comparison Table (revised 5/20/2009)

For each of the alternatives, the project team quantified various factors to enable differentiation of alternatives and highlight for decision makers.

Factor	Description of measure	Alternatives					
		No Build	Western Alternative				Eastern Alternative
		No Build	Nelson Road East	Nelson Road Extension	Tucker (NEW)	Seward Meridian Section Line (NEW)	Trunk Road (see note 1)
Total Length	Total length of alternative in miles.	No change	1.0 miles	1.3 miles	1.2 4-6 miles	2.6 4-4 miles	1.8 miles
Estimated Cost to Construct —The public expressed concern regarding the cost of the alternatives.	Total cost of alternative in 2009 dollars (millions).	\$0	\$2.7 million	\$5.8 million	\$9.3 \$12.7 million (see note 2)	\$19.6 million	\$5.1 million (see note 2)
Estimated Cost Sharing —The project alternatives identified portions to be constructed by area developers.	Total cost of portion of the proposed alternative to be constructed by others as part of a planned right-of-way dedication.	Not applicable	\$2.0 (Borough) \$0.7 (Others)	\$4.4 (Borough) \$1.4 (Others)	\$8.0 \$11.3 (Borough) \$1.3 \$1.4 (Others)	\$12.0 (Borough) \$7.6 (Others)	\$4.5 (Borough) \$0.6 (Others)
Avoids Alaska Railroad	Yes, if alternative avoids ARRC No, if alternative does not avoid ARRC	Not applicable	Yes No (see note 3)	No, however crosses RR at planned crossing	No, adds new grade separated RR crossing	Yes	No, adds new grade separated RR crossing
Wetland impacts —Will the alternative cross wetlands as shown on Borough wetlands mapping? (see note 5)	Yes, if wetlands will be crossed. No, if no wetlands will be crossed.	No	No	Yes	Yes	Yes	Yes
Property owner impacts—right-of-way. Will right of way be required for the project to proceed?	Acreage of right of way required followed by current property use. For example: 1.5 acres (residential) or 1.5 acres (undeveloped)	See note 4	1 acre (residential) 8 acres (commercial)	11.5 acres (residential) 13 acres (commercial)	1 acre (residential) 13 47 acres (commercial)	11.5 acres (residential) 21 acres (commercial)	8 acres (residential) 14 acres (commercial)

Notes:

- 1) Includes both roundabout and 4-way intersection alternatives.
- 2) This estimate includes the cost of building a grade separated crossing (bridge). All other grade-separated crossings will be completed by the ARRC.
- 3) The Nelson Road alternative requires introducing a new at grade crossing on Fairview Loop. As a condition of the new crossing, the Alaska Railroad will require closure of the at grade crossing at Abby Boulevard.
- 4) Traffic volumes are expected to increase on existing area roads when the elementary school opens in the fall of 2009. Future development will be hampered due to lack of access.
- 5) Wetlands impacts identified by review of Borough wetland mapping. An on-ground wetlands determination will be necessary for the preferred alternative during environmental documentation and permitting.

General Notes:

- A summary of public comment on specific alternatives is available on the project web site.
- Project funding has not been identified for this project. Comments suggested that some alternatives would not be advantageous until other roads were constructed. For example, Nelson Road Extension would not be advantageous until Seward Meridian Highway was extended to Fairview Loop. This factor will not be included in the table because of the myriad of factors/scenarios surrounding project timing.
- Wildlife and environmental impacts are not addressed in the comparison table. Commenters wanted to ensure that impacts to wildlife, wetlands and other environmental factors were considered. Follow-up studies will quantify the impacts related to the preferred alternative and required environmental and regulatory permitting. Insufficient information is available at this time to fully quantify the impacts related to each alternative.