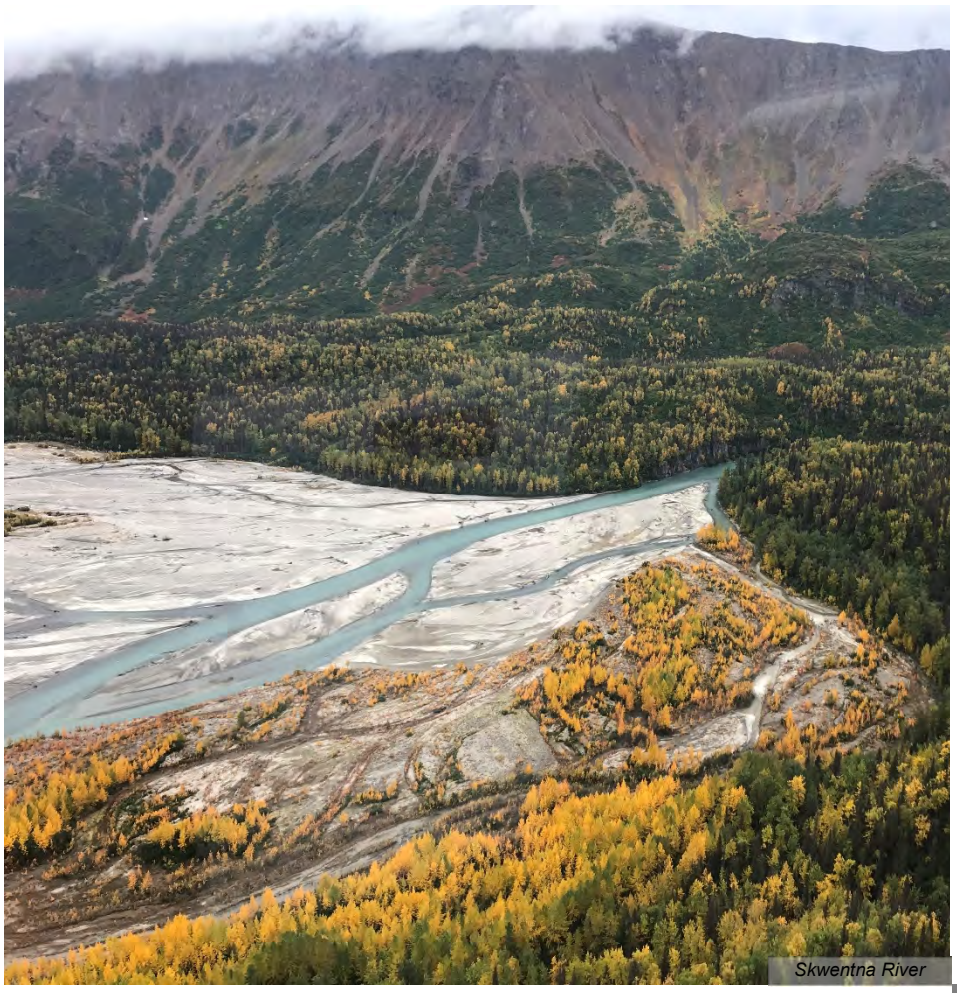


Skwentna River

Project Description

To Support DA Permit Application

AIDEA West Susitna Access Project

July 2025

Alaska Industrial Development
& Export Authority
813 West Northern Lights Blvd.
Anchorage, Alaska 99503

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Table of Contents

1.0 Introduction 1
2.0 Project Purpose and Need 1
2.1 Purpose 1
2.2 Need 2
3.0 Project Overview 4
4.0 Location 5
5.0 Project Components and Design Criteria 5
5.1 Two-Lane Road 6
5.2 Stream Crossings 7
5.2.1 Culverts 8
5.2.2 Bridges 9
5.3 Trail Crossings 10
5.4 Material Sites 11
5.5 Maintenance Station 12
5.6 Airstrip 13
5.7 Water Extraction Sites 13
5.8 Winter Access Route 14
5.9 Construction Staging Areas and Worker Camps 14
6.0 Project Construction 14
6.1 Road Construction 14
6.2 Culverts 15
6.3 Bridges 16
6.4 Material Sites 16
6.5 Maintenance Station 16
6.6 Airstrip 17
6.7 Water Extraction Sites 17
7.0 Construction Schedule 17
8.0 Impacts on WOTUS 18
8.1 Two-Lane Road 18
8.2 Stream Crossings 19
8.2.1 Culverts 19

8.2.2 Bridges 20
8.3 Material Sites....21
8.4 Other Features 22
8.5 Summary of Discharges 22
9.0 Permits and Approvals 24
10.0 Mitigation Statement....25
10.1 Avoidance....25
10.1.1 Design Avoidance Measures 25
10.1.2 Design Minimization Measures 26
10.1.3 Construction Avoidance and Minimization Measures 26
10.1.4 Compensatory Mitigation 27
11.0 Adjacent Property Owners....29
12.0 References....29

List of Tables

Table 1. Summary of Major Permanent Project Components.... 4
Table 3. Townships, Ranges, and Sections for the Project 5
Table 4. Project Footprint in Watersheds Crossed by the Project.... 5
Table 5. Road Material Descriptions 6
Table 6. Stream Crossings.... 7
Table 7. Culvert Categories.... 8
Table 8. Culvert Counts by Category 8
Table 9. Bridge Crossings.... 9
Table 10. Trail Crossings 11
Table 11. Material Sites 11
Table 12. Maintenance Station....12
Table 13. Airstrip....13
Table 14. Water Extraction Sites....13
Table 15. Winter Access Route....14
Table 16. Permanent Impacts from Road Components....19
Table 17. Impacts from Construction of Culvert Inlet/Outlet Protection....19
Table 18. Permanent Impacts from Bridge Components 20
Table 19. Temporary Impacts from Work Trestle Piles....20
Table 20. Permanent Impacts from Material Sites....21
Table 21. Permanent Impacts from Material Site Access Roads 21
Table 22. Non-Jurisdictional Impacts from Other Project Components....22
Table 23. Summary of Permanent Impacts by Project Component 23
Table 24. Summary of WOTUS Impacts by NWI Type 24

Table 25. Summary of Permits and Authorizations.....24
Table 26. Acreage of Watersheds Crossed by the Project 28

List of Figures

Figure 1. Vicinity Map
Figure IG-001. Map Interpretive Guide
Figure R-001–053. Plan View – Road
Figure I-001–086. Plan View – WOTUS Impact Detail
Figure RX-001. Road Design Typical Sections
Figure CX-001. Culvert Category 1
Figure CX-002. Culvert Category 2
Figure CX-003. Culvert Category 3
Figure CX-004. Culvert Category 4
Figure CX-005. Culvert Category 5
Figure CX-006. Culvert Category 6
Figure CX-007. Culvert Category 7
Figure CX-008. Culvert Category 8
Figure CX-009. Culvert Category 2–8 Typical Plan
Figure BX-001. Wolverine Creek Bridge Plan and Profile
Figure BX-002. Upper Sucker Creek Bridge Plan and Profile
Figure BX-003. Bear Creek Bridge Plan and Profile
Figure BX-004. Clear Creek Bridge Plan and Profile
Figure BX-005. Upper 8 Mile Creek Bridge Plan and Profile
Figure BX-006. Skwentna River #1 Bridge Plan and Profile
Figure BX-007. Shell Creek Bridge Plan and Profile
Figure BX-008. Skwentna River #2 Bridge Plan and Profile
Figure BX-009. Chickak River Bridge Plan and Profile
Figure BX-010. Skwentna River #3 Bridge Plan and Profile
Figure TX-001. Typical At-Grade Trail Crossing
Figure TX-002. Typical Bridge Trail Crossing
Figure MS-001. Material Site 12
Figure MS-002. Material Site 13
Figure OF-001. Typical Maintenance Station Layout Plan
Figure OF-002. Typical Maintenance Station Sections
Figure AS-001. Typical Airstrip

Appendices

Appendix A. Figures
Appendix B. Avoidance and Minimization Table and Map Set
Appendix C. Culvert Impact Table
Appendix D. Land Ownership Table and Map Set

Abbreviations and Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
ADNR	Alaska Department of Natural Resources
AFFI	Alaska Freshwater Fish Inventory
AIDEA	Alaska Industrial Development and Export Authority
AS	Alaska Statute
AWC	Anadromous Waters Catalog
BGEPA	Bald and Golden Eagle Protection Act
BLM	Bureau of Land Management
BMP	best management practice
BOP	beginning of Project
CFR	Code of Federal Regulations
CWA	Clean Water Act
cy	cubic yards
DMTS	Delong Mountain Transportation System
DOT&PF	Alaska Department of Transportation and Public Facilities
EFH	Essential Fish Habitat
EOP	end of Project
EPA	U.S. Environmental Protection Agency
ft	foot/feet
H:V	Horizontal:Vertical
HDR	HDR Engineering, Inc.
HUC10	ten-digit hydrologic unit code
ID	Identifier
INHT	Iditarod National Historic Trail
JDR	*Jurisdictional Determination Report*
lf	linear foot/feet
MOP	midpoint of Project
MP	Milepost
mph	miles per hour
MSB	Matanuska-Susitna Borough

NHD	National Hydrography Dataset
NMFS	National Marine Fisheries Service
NWI	National Wetland Inventory
OHW	ordinary high water
Owl Ridge	Owl Ridge Natural Resource Consultants, Inc.
Project	West Susitna Access Project
RMU	River Management Unit
RS2477	Revised Statue 2477
RSA	Runway Safety Area
SCA	Skwentna Crossing Alternative
SHPO	State Historic Preservation Officer
State	State of Alaska
sq ft	square foot/feet
USACE	U.S. Army Corps of Engineers
USCG	U.S. Coast Guard
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WOTUS	Waters of the United States
WSA	West Susitna Access

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1.0 Introduction

The Alaska Industrial Development and Export Authority (AIDEA) is seeking to construct a 78.5-mile long, two-lane, gravel access road to the Skwentna River valley (West Susitna Access Project or "Project"). The Alaska Legislature created AIDEA in 1967 to provide financing for Alaska businesses to expand the State of Alaska's (State's) economy and provide jobs for Alaska. AIDEA's mission is to promote, develop, and advance economic growth and diversification in Alaska by providing various means of financing and investments.

AIDEA's proposed Project route, the Skwentna Crossing Alternative (SCA), begins approximately 1.4 miles west of Alexander Creek and ends at the Whiskey Bravo airstrip and mineral exploration camp. The SCA follows the northern side of the Skwentna River before crossing to the southern side of the Skwentna River and ending at the existing Whiskey Bravo airstrip and exploration camp. No road access to the Skwentna River valley currently exists.

The Project has been designed to avoid impacts to waters of the United States (WOTUS) to the maximum extent practicable. WOTUS includes both jurisdictional wetlands and waters. However, unavoidable impacts on WOTUS would result from Project activities. Project components that involve the discharge of fill material into WOTUS are subject to U.S. Army Corps of Engineers (USACE) jurisdiction under the authority of Section 404 of the Clean Water Act of 1972 (as amended; CWA), with oversight from the U.S. Environmental Protection Agency (EPA).

This document provides an overview of the proposed action, describes Project components, summarizes proposed construction methods, identifies design criteria requirements and considerations, summarizes anticipated impacts to WOTUS, and describes mitigation measures to avoid and minimize those impacts. This document also identifies other environmental permits and authorizations that would be required prior to construction.

2.0 Project Purpose and Need

The AIDEA West Susitna Access Project intends to construct a 78.5-mile access road that is open to the public, with tolls being paid by certain industrial users; this Project is separate from the Alaska Department of Transportation and Public Facilities' (DOT&PF's) public road project that ends west of Alexander Creek. The AIDEA West Susitna Access Project would provide access starting at an existing public highway to currently remote State and Matanuska-Susitna Borough (MSB) lands, enhance access to private lands within the MSB, improve access to valuable resources, and stimulate economic development for the State and MSB.

2.1 Purpose

The purpose of this Project is to provide safe, year-round road access from the existing highway system to currently remote State public lands, private lands within the MSB, and areas planned for resource development. A year-round road would significantly improve the safety, reliability, and accessibility of the area west of the Susitna River for public use for fishing, hunting, boating,

recreation, and settlement. It would also significantly improve commercial use of designated resource development areas in the Fish Creek Natural Resource Management Unit and western Skwentna River watersheds. Collectively, this would provide a means for promoting:

- Health, security, and general welfare of all people of the State
- Job growth and increased economic development opportunities for the State and population centers in Southcentral Alaska for resource development and land use
- Long-term, sustainable economic and public benefits derived from State and MSB revenue from increased land/property values and tax base

The proposed Project route for the 78.5-mile gravel access road would connect to the existing highway system near Alexander Creek and continue northwestward into the Skwentna River valley, ending at the existing Whiskey Bravo airstrip. This route provides an access corridor in close proximity to an already used recreational hunting and fishing area; existing platted subdivision for settlement; and large natural resource areas with marketable timber, minerals, agricultural lands, energy sources (oil, gas, coal, and renewables) that include existing lease block areas, and a planned pipeline infrastructure project (Donlin Gold natural gas pipeline).

AIDEA's proposed access road will be a multi-use, gravel road designed for the movement of goods, services, and equipment for a wide range of both public and private users. Funding for the development and operation of the road are anticipated to be provided via public-private partnerships with AIDEA and resource development companies using similar financing and tolling models to AIDEA's Delong Mountain Transportation System (DMTS) for the Red Dog Mine. The DMTS has resulted in significant socioeconomic and public benefits to the area communities and State through long-term, stable economic opportunities.

The proposed Project would support AIDEA's mission of promoting the health, security, and general welfare of all people of the State, and increasing job opportunities and otherwise encouraging the economic growth of the State, including the development of its natural resources. The Project is consistent with the Alaska Constitution that directs the State "to encourage ... the development of its resources by making them available for maximum use."

2.2 Need

The need for an access road system for the West Susitna Valley has been identified in every State area plan for the area.[1] The most recent plan, the 2011 *Susitna Matanuska Area Plan for State Lands* (ADNR-MLW 2011), provided that:

> *This plan views as appropriate the provision of access to and within the area west of the Susitna River and south of the Petersville Road...and the provision of a primary road accessing resource development in this area. Both are viewed as*

[1] *Susitna Matanuska Area Plan for State Lands* (ADNR-MLW 2011), *Southeast Susitna Area Plan for State Lands* (ADNR-MLW 2008), *Susitna Basin Recreation Rivers Management Plan* (ADNR 1991a), *Susitna Forestry Guidelines* (ADNR 1991b), and *Susitna Area Plan* (ADNR et al. 1985)

> *appropriate, the actual location of these facilities to be determined later through specific bridge crossing and road corridor siting studies.*

Current transportation to the area is expensive, dangerous, inefficient, and does not connect to the population areas and primary labor markets in the MSB and Anchorage. Stranded resources include agriculture, forestry/timber, hardrock minerals, antimony, placer gold, coal, and oil and gas.

In furtherance of adopted State and local plans, the proposed Project would enable more public access to recreational opportunities such as sportfishing and hunting, and to areas previously identified for settlement. Currently, access within most of the area occurs primarily by air or river travel, or by snowmachine or ice roads during winter months. Other types of travel modes include skiing and foot travel. The proposed road would allow more of the public to hunt, fish, hike and recreate within areas of West Susitna that were selected and planned for these activities.

The proposed Project would provide access to the region and would meet the following needs:

1. Improve accessibility to State land areas for general public fishing, hunting, boating, recreation, and settlement land use purposes within the MSB;
2. Enable the MSB and State to enhance public lands and resources value for public benefits associated with land value revenue and economic development purposes; and
3. Provide improved access via a safe, year-round road system that would improve the ability of resource developers to plan and execute market competitive projects for State stranded resources in the West Susitna River basin.

The 2014 *West Susitna Access Reconnaissance Study – West Susitna Access to Resource Development, Transportation Analysis Report* (short title: *WSA Reconnaissance Study Report*) found that (DOT&PF 2014):

> *Providing surface access to some of these natural resource-dense areas could facilitate further exploration, development, and use of these resources. Natural resource development in Alaska helps to create jobs and stimulate the economy. Creating access to resources also enables residents and visitors to use the land recreationally.*

The *WSA Reconnaissance Study Report* (DOT&PF 2014) describes the resource development need for the Project. Specifically, the lack of road access to the western side of the Susitna River basin is currently a barrier that limits development of resources in that area for in-state use and export. The *WSA Reconnaissance Study Report* identified the Middle-Susitna-Skwentna River route as the route that provides access to the greatest number of claims and acreages of a number of resources, including hardrock minerals, placer gold mining claims, and the potential for forestry/timber resources. The proposed Project in this application is generally based on the Middle-Susitna-Skwentna River route, with refinement based on more recent engineering and environmental studies.

3.0 Project Overview

The approximately 78.5-mile proposed road would begin approximately 1.4 miles west of Alexander Creek (the western terminus of DOT&PF's proposed West Susitna Access project), or Milepost (MP) 0. From there, the proposed road would continue along the northeastern toe of slope of Mount Susitna and Beluga Mountain. The proposed road would continue westward into the Skwentna River valley, ending at the Whiskey Bravo airstrip and mineral exploration camp.

In addition to the two-lane access road, the Project would include construction of culverts and bridges at river/stream crossing locations as well as a maintenance station, airstrip, material source areas, and water extraction site access roads. Table 1 presents a summary of the major components to be included in construction of the proposed road. Approximately 56 miles of the proposed route between Beluga Mountain and Happy River roughly parallels the proposed natural gas pipeline corridor for the proposed Donlin Gold Project (POA-1995-120). Temporary construction components for the Project would include winter access routes, temporary river/stream crossings, temporary stream diversions, and cofferdams for bridge construction.

Table 1. Summary of Major Permanent Project Components

Project Component	Description	Latitude, Longitude	Quantity	Typical Size/ Dimensions	Maximum Size/ Dimensions
Access Road	Two-lane road	BOP: 61.55289, -150.67316 MOP: 61.89906, -151.51877 EOP: 61.96303, -152.59123	78.5 miles	24-ft-wide surface 50-ft average footprint width	24-ft-wide surface 300-ft maximum footprint width
Drainage Culverts	Water crossings without fish presence	Varies	35[a]	Varies	Up to 15 ft wide by varied lengths
Fish Passage Culverts	Water crossings with fish presence	Varies	103[a]	Varies	Up to 50 ft wide by varied lengths
Bridges	Waterbody and trail crossings wider than 30 ft	Varies	10 – Stream 4 – Trail	31 ft wide by varied lengths	31 ft wide by 588 ft long
Material Sites	Borrow and quarry locations	Varies	17	Varies	108 acres
Maintenance Station	Equipment and crew facilities	61.89587, -151.48360	1	1,200 by 700 ft	19.5 acres
Airstrip	Landing surface, safety area, apron, access roads	61.88751, -151.46577	1	200 ft wide by 5,000 ft long	87.6 acres
Water Extraction Sites	Access roads to waterbodies	Varies	9	Up to 100 ft wide by varied lengths	1.2 acres

Notes: BOP = beginning of Project; EOP = end of Project; ft = foot/feet; MOP = midpoint of Project
[a] Total quantity of drainage and fish passage culverts will be determined during final design.

The Project would discharge approximately 35,079 cubic yards (cy) of fill material for the roadway embankment and other Project components into 3.18 acres of WOTUS.

The Project would be constructed entirely on State-owned land. The Project would not directly impact or encroach on any private property. A total of 951 existing private parcels are located within 5 miles of the road centerline. Property owners within 5 miles of the proposed Project are identified in Appendix D Land Ownership Table and Map Set.

The Project would include a proposed 300-foot-wide right-of-way which would be available for routing of future utilities.

4.0 Location

The proposed Project is located within the MSB (Figure 1) and is found within the townships, ranges, and sections listed in Table 2. Approximate coordinates for the center of proposed work limits are Latitude 61.89906° North and Longitude 151.51877° West (North American Datum of 1983). The Project is located within the Cook Inlet and Alaska Range ecoregions. Directions to the site are provided on the permit application form. A vicinity map, slope limits, jurisdictional wetlands within and adjacent to the proposed alignment, and stream crossings are included in the permit figures (Appendix A Figures).

Table 2. Townships, Ranges, and Sections for the Project

Township	Range	Section(s)[a]
17 North	8 West	6, 7, 8, 16, 17, 20, 21, 22, 23
	9 West	1, 2
18 North	9 West	7,18, 19, 20, 27, 28, 29, 33, 34, 35
	10 West	1, 12
19 North	10 West	6, 7, 8, 16, 17, 21, 22, 26, 27, 35, 36
	11 West	1
20 North	11 West	5, 8, 9, 15, 16, 21, 22, 26, 27, 34, 35, 36
21 North	11 West	30, 31, 32
	12 West	18, 19, 20, 21, 22, 25, 26, 27, 28, 29
	13 West	2, 3, 4, 5, 8, 9, 11, 12, 13
22 North	13 West	30, 31, 32, 33
	14 West	19, 20, 21, 22, 23, 25, 26
	15 West	19, 20, 21, 22, 23, 24, 27, 28, 29, 30
	16 West	19, 25, 26, 27, 28, 29, 30
	17 West	20, 21, 22, 24, 25, 26, 27, 29, 30
	18 West	25, 26, 27, 28, 33, 34 35

[a] Located in the Seward Meridian

Table 3 lists the U.S. Geological Survey (USGS) 10-digit hydrologic unit code (HUC10) watersheds that the Project crosses and acreage of the Project footprint within each watershed.

Table 3. Project Footprint in Watersheds Crossed by the Project

Watershed[a]	HUC10	Total Watershed Area (acres)	Project Footprint (acres)[b]
Johnson Creek	1902050407	97,124	23.8
Middle Skwentna River	1902050411	234,656	287.9
Lower Skwentna River	1902050415	245,426	632.0
Alexander Creek	1902050511	213,590	617.0
Total Area		**1,015,432**	**1,560.7**

[a] USGS 2024a

[b] Total acreage presented may not reflect the sum of the individual cells due to rounding.

5.0 Project Components and Design Criteria

This section describes the various Project components, design criteria, and anticipated impacts associated with these components. The proposed Project is being designed to meet basic access road needs for public users. The roadway is designed for highway-legal vehicles, but the design would not preclude the occasional oversize or overweight vehicle with proper traffic control and other considerations.

5.1 Two-Lane Road

The proposed action would involve constructing a gravel-surface, 24-foot-wide, two-lane road designed to meet American Association of State Highway and Transportation Officials (AASHTO) standards for a Rural Recreational and Scenic Road (AASHTO 2001). The reference standards used in the Project design include:

- AASHTO, *Guidelines for Geometric Design of Very Low-Volume Local Roads* (average daily traffic less than or equal to 400) (AASHTO 2001);
- AASHTO, *A Policy on Geometric Design of Highways and Streets*, 4th Edition (AASHTO 2018);
- DOT&PF, *Alaska Highway Preconstruction Manual* (DOT&PF 2025);
- DOT&PF, *Alaska Highway Drainage Manual* (DOT&PF 2006);
- DOT&PF, *Alaska Bridges and Structures Manual* (DOT&PF 2023); and
- DOT&PF, *Standard Specifications for Highway Construction* (DOT&PF 2024).

The Project is currently designed to the geometric criteria below. The application of specific criteria is subject to the final design details.

- Design speed of 30 to 45 miles per hour (mph) depending on terrain and other factors
- Maximum running grade of 6 percent
- Localized maximum grade of 8 percent for short distances
- Minimum grade of 0.5 percent for drainage
- Cross slope of 3 percent for drainage
- Maximum super elevation rate of 4 percent
- Minimum horizontal curve radius: 645 feet (45 mph), 230 feet (30 mph)
- Minimum K-Value for vertical curves: sag 79 and crest 42 (45 mph), sag 37 and crest 13 (30 mph)
- Minimum stopping sight distance: 300 feet (45 mph), 165 feet (30 mph)

The recommended structural section for the road is shown on Figure RX-001 and plan views are shown on Figures R-001 through R-053 in Appendix A Figures. Table 4 provides a general description of the road materials used.

In locations with soft spots or poor underlying material, additional road prism borrow or geo-fabric may be required.

A dust palliative such as calcium chloride may be mixed in with the crushed aggregate surface course material to control dust.

Table 4. Road Material Descriptions

Material Designation	Description
Crushed Aggregate Surface Course	Non-frost-susceptible crushed stone or crushed gravel with a gradation of 1 inch minus
Road Prism Borrow	Non-frost-susceptible aggregate containing no muck, frozen material, roots, sod, or other deleterious matter; plasticity index not greater than 6; gradation of 20–60% passing No. 4 sieve and 0–6% passing No. 200 sieve

Material Designation	Description
Embankment Borrow	Earth, sand, gravel, rock, or combinations thereof containing no muck, peat, frozen material, roots, sod, or other deleterious matter and that is compactable

5.2 Stream Crossings

The proposed route crosses numerous creeks, streams, and rivers, collectively referred to as "stream(s)" in this document. Table 5 provides details on the total number of streams crossed, widths, fish presence, and streams under USACE jurisdiction[2]. Crossings would be accomplished with culverts or bridges, depending upon the ordinary high water (OHW) stream widths, stream characteristics, and various topographic considerations. In some cases, the decision on stream crossing type was also based on construction cost, constructability, and long-term maintenance considerations.

Table 5. Stream Crossings

Stream width (feet)	Stream Crossings – Culvert	Stream Crossings – Bridge	Total Stream Crossings	Anadromous Fish Stream Crossings[a]	Resident and Anadromous Fish Stream Crossings[a]	Jurisdictional Stream Crossings
0–1	22	0	22	2	14	7
>1–5	92	0	92	9	68	72
>5–10	17	0	17	4	14	17
>10–15	4	1	5	2	5	5
>15–25	0	0	0	0	0	0
> 25	3	9	12	9	12	12
Total	**138**	**10**	**148**	**26**	**113**	**113**

[a] Anadromous and resident fish stream crossings include 26 documented AWC fish streams and other streams determined likely to have resident fish present based on location and connectivity to other streams.

Fish presence information for streams along the proposed route varies and is discontinuous. The Alaska Department of Fish and Game (ADF&G) Alaska Freshwater Fish Inventory (AFFI) contains fish presence data collected and maintained by ADF&G (2024a). The ADF&G Anadromous Waters Catalog (AWC) is a similar dataset, covering anadromous fish presence, spawning, and rearing habitat data collected and maintained by ADF&G (2024b). HDR Engineering, Inc.'s (HDR's) subconsultant, Owl Ridge Natural Resource Consultants, Inc. (Owl Ridge), performed desktop studies and field surveys during 2022 and 2024 of streams within the Project area for which little or no fish presence information existed (Owl Ridge 2022, 2025). The National Hydrography Dataset (NHD; USGS 2024b) and 2025 *Jurisdictional Determination Report* (JDR; HDR 2025) were also used to identify stream crossing locations and evaluate stream proximity to fish-bearing waters. The AFFI (ADF&G 2024a), AWC (ADF&G 2024b), Owl Ridge (2022, 2025), NHD (USGS 2024b), and JDR (HDR 2025) were used as the primary sources of information for determining if streams crossed by the proposed SCA alignment need to accommodate fish passage.

Stream width was determined from wetland and waterbody map data (HDR 2025) using an algorithm that automatically measured waterbody polygon width within the database. The resulting measurement approximates stream width at OHW level. The stream width values were

[2] Streams under USACE jurisdiction were determined using methods described in the 2025 *Jurisdictional Determination Report* (HDR 2025).

then spot-checked by manual measurement of stream width from aerial imagery, especially the larger stream crossings.

5.2.1 Culverts

The proposed action would involve constructing culverts from 3 up to 50 feet wide at stream crossing locations along the route. As part of the design effort, culvert crossings were categorized based on stream width and fish presence, as shown in Table 6. Categorization of streams and design of stream crossings could change based on the results of future field studies, especially the verification of fish presence and OHW stream width.

Table 6. Culvert Categories

Culvert Category #	Crossing Type and Size	Mapped Stream Width at OHW	Design for Fish Passage?
1	Circular culvert 3-foot diameter	Installed as needed during road construction for cross drainage; not for mapped streams	No
2	Circular culvert 4-foot diameter	Up to 2 feet	No
3	Circular culvert 9-foot diameter	>2 to 6 feet	No
4	Circular culvert 9-foot diameter	Up to 6 feet	Yes
5	Pipe arch 15 feet wide	>6 to 10 feet	No
6	Pipe arch 15 feet wide	>6 to 10 feet	Yes
7	Site-specific pipe arch up to 19.9 feet wide	>10 to 13 feet	Yes
8[a]	Site-specific pipe arch up to 50 feet wide	>13 to 30 feet	Yes

Notes: Categorization of streams and design of stream crossings could change based on the results of future field studies, especially the verification of fish presence and OHW stream width.

Culvert design for this Project has been divided into two broad categories: drainage culverts (Categories 1, 2, 3, and 5) and fish passage culverts (Categories 4, 6, 7, and 8). Table 7 provides details on the numbers of culverts in each category. Appendix C (Culvert Impact Table) lists each culvert identifier, the location of each culvert, characteristics of each stream crossing, fish presence, and the proposed culvert type. Typical culvert details are shown on Figures CX-001 through CX-009 in Appendix A Figures.

Table 7. Culvert Counts by Category

Culvert Category #	Drainage or Fish Passage	Count
1	Drainage	Determined in final design
2	Drainage	18
3	Drainage	15
4	Fish Passage	82
5	Drainage	2
6	Fish Passage	14
7	Fish Passage	1
8	Fish Passage	6
Total Drainage Culverts		**35**
Total Fish Passage Culverts		**103**
Total Culverts		138

Notes: Categorization of streams and design of stream crossings could change based on the results of future field studies, especially the verification of fish presence and OHW stream width.

5.2.1.1 DRAINAGE CULVERTS

Drainage culverts (Categories 1, 2, 3, and 5) were designed to meet the criteria provided in the *Alaska Highway Preconstruction Manual* (DOT&PF 2025) and *Alaska Highway Drainage Manual* (DOT&PF 2006). These manuals require drainage culverts to pass a specified design flood event without major impacts. The *Alaska Highway Preconstruction Manual* (DOT&PF 2025) requires a minimum drainage culvert 2 feet in diameter. However, the minimum size proposed for this Project is 3 feet in diameter to minimize ponding potential, improve constructability, and allow for break-up flow capacity if ice forms in the culverts. Category 1 culverts equalize water levels in uplands and wetlands in locations where no defined channels are present. Minimum spacing requirements and exact locations for Category 1 culverts in upland and wetlands will be defined during final design.

5.2.1.2 FISH PASSAGE CULVERTS

Fish passage culverts (Categories 4, 6, 7, and 8) will be designed in general accordance with the U.S. Fish and Wildlife Service (USFWS) *Culvert Design Guidelines for Ecological Function, Alaska Fish Passage Program* (USFWS 2024). Fish passage culvert planning and design will use the following stream simulation design criteria:

- Culvert width will not be less than 1.5 times bankfull width (it is assumed that OHW width equals bankfull width at this preliminary engineering stage)
- Slope should be within 25 percent of the bankfull channel slope
- Culvert invert burial should be 0.4 times culvert diameter for circular culverts or 0.2 times culvert height for pipe arches; burial is measured at the channel bottom
- Substrate located in culverts will remain stable up to and including the 50-year discharge
- Culverts will span the entire roadway toe-of-fill width plus one-half of the culvert height beyond the toe of fill
- Inlet and outlet protection should extend 2 times the culvert diameter from culvert ends

5.2.2 Bridges

Table 8 describes the stream crossings that would be constructed as bridges. Waterways that are determined to be navigable require a Rivers and Harbors Act Section 9 permit from the U.S. Coast Guard (USCG; USCG 2012). None of the waterways crossed are currently listed as navigable by the USCG (2012) or USACE (2025a). No streams within the Project area are subject to the ebb and flow of the tide.

Table 8. Bridge Crossings

Stream Name	Stream Crossing ID	Plan and Profile Figure Number[a]	Milepost	Approximate Length (feet)	Number of Spans
Wolverine Creek	SCA019.0	BX-001	6.0	135	1
Upper Sucker Creek	SCA025.0	BX-002	9.3	110	1
Bear Creek	SCA036.0	BX-003	15.9	90	1
Clear Creek	SCA053.0	BX-004	21.6	90	1
Upper 8 Mile Creek	SCA072.0	BX-005	27.7	130	1
Skwentna River 1	SCA080.0	BX-006	33.6	588	3
Shell Creek	SCA082.0	BX-007	36.3	120	1
Skwentna River 2	SCA121.0	BX-008	69.2	350	2
Chickak River	SCA133.0	BX-009	71.7	310	3
Skwentna River 3	SCA148.0	BX-010	78.2	275	2

Notes: ID = Identifier
[a] Included in Appendix A Figures

Bridges would have a useable roadway width of 28 feet plus 1.5 feet on each side to allow for railings, for an overall width of 31 feet.

Bridge spans up to approximately 150 feet would be subject to site specific designs that may include modular-type pre-engineered bridges (e.g. Acrow Bridge, Bailey Bridge, etc.) or DOT&PF-standard precast deck bulb-tee girders. Similarly, bridge spans over 150 feet would be subject to site specific designs that may include modular pre-engineered bridge or steel plate girder bridges with cast-in-place concrete deck.

Bridge lengths were approximated by examining aerial photography and topography to identify approximate bankfull width of waterways. A minimum 25-foot setback from the bankfull edge of the waterway or adjacent wetland boundary was maintained to the toe of end slopes. For single span routine bridges, a 10-foot setback was used if the channel was well defined and appeared stable over historic aerial photographs. End slopes are proposed to be 2 Horizontal (H):1 Vertical (V) for intermediate and complex bridges. Vertical abutments are proposed for routine single span bridges. During final design, bridge lengths will be refined with more detailed topographic survey, hydraulic analysis, regulatory agency consultation, and structural/geometric optimization. The Figure Index in Appendix A (Figures) shows the location of each bridge crossing, and Figures BX-001 through BX-010 show the plan and profile of each bridge crossing.

The minimum vertical clearance below bridges (OHW elevation to the lowest bridge superstructure member) is 15 feet for streams that have boat traffic or could in the future. The minimum vertical clearance below bridges is 8 feet for streams that are not expected to have boat traffic. Vertical clearance requirements will also be refined based on site-specific hydrology and hydraulics during final design.

5.3 Trail Crossings

The current Iditarod trail, historical routes, and prescriptive routes for the Iditarod National Historic Trail (INHT) are located in close proximity to the proposed Project. The proposed route crosses documented INHT alignments at multiple locations. The route also crosses Revised Statute 2477 (RS2477) trails, motorized winter trails, and other miscellaneous recreational trails. Trail locations were determined from publicly available databases (including the Bureau of Land Management's [BLM's] Ground Transportation Linear Feature database [State of Alaska 2025]), the Alaska Heritage Resources Survey database, field observation, and observations using aerial photography. Research of trails within the Project area was a focus of HDR's summer 2022 cultural and historical resources field study program. Additional study of trails will be needed as the Project advances, and the Project design may need to be refined as new information on trails becomes available.

Two types of crossing structures would be used where the proposed route intersects trails. At-grade crossings with broad approach slopes would be used for the majority of smaller recreational trail crossings. Bridges would be used over larger or historical trail crossings, such

as the INHT. Table 9 outlines the trail crossing locations and crossing type for the proposed Project. The Figure Index in Appendix A (Figures) shows the location of each trail crossing, and Figures TX-001 and TX-002 show the typical details of the at-grade and bridge crossing structures.

Table 9. Trail Crossings

Milepost	Trail Type / ID	Crossing Type
33.9	INHT and Iditarod Race Route / SCAT1	Bridge
34.5	INHT / SCAT2	At-grade
35.8	Iditarod Race Route / SCAT3	Bridge
40.7	Recreational / SCAT4	At-grade
48.8	Recreational / SCAT5	At-grade
49.1	Recreational / SCAT6	At-grade
65.1	INHT and RS2477 / SCAT7	Bridge
68.8	Iditarod Race Route / SCAT8	Bridge

5.4 Material Sites

The proposed road would have 17 material site locations at approximately 1- to 7-mile intervals. These sites would provide the sand, gravel, and riprap needed for construction and maintenance of the road. Material sites are divided into two types: borrow sites provide gravel and sand, while quarry sites provide rock that can be processed into riprap or smaller aggregates. Materials would be transported from the material site to the Project site by truck along constructed access roads. If the material site is not located directly adjacent to the road, access roads would be constructed to the material site to transport heavy equipment to the site and transport material to the road corridor.

Not all 17 material sites, nor all areas demarcated within the material site boundary, are expected to be used during construction to provide materials for the road. Additional geotechnical information will be collected during final design to determine the quantity and quality of the resources available at each material site. This information would help determine which subset of material sites would be used, and where within the material site boundary the actual borrow and quarry sites would be located. For the purpose of this application, all WOTUS located within the material site boundaries have been included as impacts within the permit application. The majority of material sites are located solely in uplands. Table 10 outlines the location, type, and size of each of the proposed material site boundaries. The Figure Index in Appendix A (Figures) shows the location of each material site, and Figures MS-001 and MS-002 show the details of material sites with impacts on WOTUS.

Table 10. Material Sites

Material Site ID	Material Type	Milepost	Size (acres)	Length of Access Road (miles)
MS01	Quarry	2.5	71.1	N/A
MS02	Quarry	3.6	86.1	N/A
MS03	Quarry	5.0	25.1	N/A
MS04	Gravel	6.1	63.3	N/A
MS05	Gravel	9.0	72.2	N/A
MS06	Gravel/Sand	15.6	18.7	N/A
MS07	Gravel/Sand	21.9	13.5	N/A

Material Site ID	Material Type	Milepost	Size (acres)	Length of Access Road (miles)
MS08	Gravel/Sand	25.0	53.5	N/A
MS09	Gravel	26.8	107.7	N/A
MS10	Gravel/Sand	27.9	25.9	N/A
MS11	Gravel	39.0	55.3	0.7
MS12	Gravel	46.0	71.0	1.3
MS13	Gravel	58.5	51.7	1.5
MS14	Quarry	69.3	46.5	0.1
MS15	Gravel	74.2	21.5	N/A
MS16	Gravel	77.4	45.5	N/A
MS17	Gravel	78.5	44.9	N/A

Notes: ID = Identifier; N/A = not applicable.

Material sites located in uplands may also be used as waste material disposal sites. Excess excavated material that is either unsuitable or not used as backfill would be disposed at these sites.

Material sites that were used during construction and determined to be no longer needed for road maintenance would be closed subject to State of Alaska landowner reclamation requirements and made available for public use.

5.5 Maintenance Station

The proposed road would include the construction of one permanent maintenance station. The maintenance station would have fence line dimensions of approximately 500 by 1,000 feet and would provide equipment storage, worker housing, and materials needed to maintain the road year-round. Ground disturbance outside the fence line is estimated to be approximately 100 feet for an overall disturbance area of 700 by 1,200 feet. The maintenance station would include onsite diesel-electric generators with secondary-containment fuel storage tanks for electricity generation. The maintenance station would also have a groundwater well for potable water supply as well as a septic tank and drain field for sanitary sewage treatment and disposal. During construction, the maintenance station footprint would be used as staging and laydown areas as well as temporary construction camps. Table 11 outlines the location and size of the maintenance station. No impacts to WOTUS are anticipated from construction of the maintenance station. The Figure Index in Appendix A (Figures) shows the location of the maintenance station, and Figures OF-001 and OF-002 show the typical maintenance station layout and sections.

Table 11. Maintenance Station

Maintenance Station Name	Milepost	Size (acres)	Length of Access Road (miles)	Associated Facilities
Shell Creek Maintenance Station	38.0	19.5	<0.1	Shell Creek Airstrip

The maintenance station is generally sited near other Project components to support major construction activities. The maintenance station is located adjacent to Shell Creek airstrip to facilitate worker shift changes as well as the transport of materials and equipment.

5.6 Airstrip

One airstrip would be constructed along the proposed route to support construction through the transport of construction equipment, materials, and worker crews. After construction is complete, the airstrip would facilitate emergency transport of workers and supplies to the maintenance station in the event of a road closure. The airstrip would be closed to public use during construction but could be open to public use after construction is complete. The runway would be 200 feet wide and 5,000 feet long, have a 500-foot-wide runway safety area (RSA), and be able to accommodate a C-130 Hercules. Table 12 outlines the location and size of the airstrip. No impacts on WOTUS are anticipated from the construction of the airstrip. The Figure Index in Appendix A (Figures) shows the location of the airstrip, and Figure AS-001 shows the details of a typical airstrip.

Table 12. Airstrip

Airstrip	Milepost	Airstrip / RSA Clearing Area (acres)	Apron / Access Road (acres)	Associated Facilities
Shell Creek Airstrip	37.0	85.2	2.4	Shell Creek Maintenance Station

Areas 1,000 feet from the ends of the runway would be cleared of vegetation to prevent obstructions to the airspace, improve visibility, and limit wildlife habitat. Vegetation would be removed at or above the ground surface. No grubbing or ground-disturbing activities would occur within these areas.

5.7 Water Extraction Sites

The proposed Project would have nine water extraction sites located at regular intervals along the proposed route. Water extraction sites are composed of access roads to the bank of a water source, where water trucks can pump water for use during construction and maintenance. The access roads would have a 24-foot-wide surface to accommodate water trucks and heavy machinery during construction as well as for road maintenance. No impacts on WOTUS are anticipated from water extraction sites. The typical structural section of the access road is the same as for the primary road and is shown on Figure RX-001 in Appendix A (Figures). Water extraction sites are located adjacent to some bridges; however, within areas with few stream crossings, water extraction sites are located at nearby ponds. Water extraction methods, equipment, and timing will comply with ADF&G guidelines for avoiding fish impingement. Water extraction sites and related access roads that were used during construction and determined to be no longer needed for road maintenance would be closed subject to State of Alaska landowner reclamation requirements and made available for public use. Table 13 outlines the locations and sizes of water extraction sites. The Figure Index in Appendix A (Figures) shows the location of each water extraction site.

Table 13. Water Extraction Sites

Water Extraction Site ID	Milepost	Waterbody	Access Road Length (miles)	Associated Project Component
SCAW1	6.0	Wolverine Creek	<0.1	Wolverine Creek Bridge
SCAW2	15.9	Bear Creek	<0.1	Bear Creek Bridge

Water Extraction Site ID	Milepost	Waterbody	Access Road Length (miles)	Associated Project Component
SCAW3	25.6	Unnamed Pond	0.2	
SCAW4	27.6	Upper 8 Mile Creek	<0.1	Upper 8 Mile Creek Bridge
SCAW5	35.3	Unnamed Pond	0.1	
SCAW6	48.4	Unnamed Pond	<0.1	
SCAW7	59.8	Unnamed Pond	<0.1	
SCAW8	67.1	Unnamed Pond	0.1	
SCAW9	73.5	Unnamed Pond	0.1	

Notes: ID = Identifier

5.8 Winter Access Route

The Skwentna River Bridge No. 1 crossing is at a location with steep topography. For this crossing a winter access route would be used to access and transport material to the other side of the bridge crossing during construction. The access route would generally be located within 1 mile of the proposed stream crossing, within areas with gentler slopes that are more favorable for transporting equipment. The route would only be used during winter. Construction would only involve vegetation clearing. Vehicles and equipment would drive on the frozen ground and river ice surface. No fill would be placed; however, minor cuts into steep upland sections of banks may be necessary. Table 14 outlines the location and size of the winter access route. The Figure Index in Appendix A (Figures) shows the location of the winter access route.

Table 14. Winter Access Route

Winter Access Road	Beginning Milepost	End Milepost	Winter Access Road Length (miles)	Area (acres)
Skwentna River Bypass	32.4	34.2	2.0	8.3

5.9 Construction Staging Areas and Worker Camps

Construction staging areas and worker camps would be sited within the proposed footprint of the Project. Most staging and laydown areas as well as camps would either be located within the material sites, the road footprint, or the proposed footprint of the permanent maintenance station. No additional temporary construction staging areas or worker camps would be required.

6.0 Project Construction

6.1 Road Construction

Construction of the proposed Project would include field staking the alignment, site clearing and grubbing, staging equipment and materials, excavating, creating embankment, grading, final stabilizing, and cleaning up the site.

Typical road construction methods would be used to construct the new road segment in wetlands. Construction would consist of clearing, grubbing, and placing fill; in some cases, blasting existing rock; and/or excavating existing material to reach the proposed design grade.

The proposed road design incorporates 2H:1V embankment side slopes. The overall embankment width would vary. The cut and fill limits of the proposed road are shown on the permit figures (Appendix A).

The construction limits would include a 20-foot buffer on either side of the toe of slope to account for temporary activities during construction, such as vegetation clearing and/or equipment operating. With the construction limits, the overall disturbance footprint generally ranges between 100 to 120 feet. No grubbing would occur within the temporary disturbance limits, and vegetation would be cleared above the ground surface. All activities within the 20-foot buffer would not be ground-disturbing. The limits of the temporary impact area are the minimum necessary to conduct this work. Measures to avoid and minimize unavoidable impacts on wetlands and waters during the design process are provided in Section 10.0 Mitigation Statement and Appendix B Avoidance and Minimization Table and Map Set.

6.2 Culverts

Installing culverts would involve excavating up to 2 feet of material below the culvert invert elevation for proper bedding. In general, engineered substrate designed to remain stable during design flood events would be placed inside fish passage culverts to construct a stream channel closely matching the dimensions up- and downstream of the crossing. Material unsuitable for backfilling around the culverts would be removed from the site and disposed at designated material site locations. Culvert installation would not include trenching into wetlands outside the construction work area.

Prior to installing culverts in stream channels, the flow would need to be temporarily diverted. Likewise, water that seeps up from the bottom of the excavation would need to be diverted. This dewatering of the work site would be necessary to provide an adequate surface to place and compact fill, and to keep water from intruding into the backfill material, which could potentially cause loss of compaction.

The following typical procedures would be used for temporary water diversion, as appropriate:

a. The diversion channel would be sized to carry anticipated flows during the construction period.
b. During excavation, the diversion channel would be isolated from the stream to be diverted at the up- and downstream ends of the diversion channel.
c. The bed and banks of the diversion channel would be constructed by first removing the downstream plug, then removing the upstream plug, then closing the upstream end and then the downstream end of the natural channel and diverted stream.
d. If a tributary stream enters the former channel within the diversion area, it would be connected in a suitable manner to the new channel.
e. Re-diversion of flow into the natural stream channel would be conducted by removing the downstream plug from the natural channel and then the upstream plug, then closing the upstream end and then the downstream end of the diversion channel.
f. All human-made materials would be removed from the diversion channel, the channel would be backfilled, and stream banks would be stabilized.

g. All disturbed areas would be re-vegetated with naturally occurring woody plants and grasses, if appropriate.

6.3 Bridges

Construction means and methods will be determined by the construction contractor prior to beginning construction. Bridge construction would begin by clearing and grubbing the approach embankment and abutment sites, and excavating or filling to the design subgrade elevation. Reinforced concrete abutments may be constructed. Depending on geotechnical characteristics, some abutments may also need driven pile foundations. The road-side of abutments may be backfilled to finished grade. The stream-side of abutments may be backfilled at a 2V:1H slope down to the stream bank. The stream-side of abutments may also be armored with riprap as necessary to protect against stream scour.

Temporary fill may be placed as necessary to construct equipment access to the stream banks in order to construct temporary work trestles. Temporary piles may be driven in the waterbody, and the temporary work trestle may be constructed. From the work trestle, a crane may drive piles for the bridge piers. Reinforced concrete pile caps may be constructed at the top of the piles to complete the bridge piers. A crane may lift and set steel plate girders into place between piers and abutments. A crane may then set precast concrete bridge deck sections into place, and these would be fastened to girders. Railings may be attached along each edge of the bridge deck.

Piers for taller bridges may require a pile foundation and concrete pile cap at the streambed elevation. Concrete pile caps at the stream bed elevation may be constructed with temporary cofferdams.

Following construction of the permanent bridge, the temporary work trestle would be removed, and trestle approaches would be re-contoured and re-vegetated to match preconstruction conditions.

6.4 Material Sites

Material sites would be constructed by first constructing an access road to the material site. The material site would be cleared and grubbed. Cleared vegetation, the organic soil layer, and other unusable material would be placed in an overburden pile. Useable material would be excavated, processed, and trucked away. Stormwater best management practices (BMPs) would be employed to prevent runoff from carrying sediment into adjacent areas and waterbodies.

6.5 Maintenance Station

The maintenance station would be constructed by first clearing and grubbing the site, followed by grading to the design subgrade elevation, and then adding a crushed aggregate surface course. Next, the buildings, groundwater well, septic system, fence, generator, fuel tank, and other facilities would be built.

6.6 Airstrip

The airstrip would be constructed by first clearing and grubbing the site, followed by grading to achieve the design subgrade elevation, and then constructing the runway and apron embankment as well as crushed aggregate surface. Overburden material from clearing, grubbing, and grading would be disposed at the ends of the runway. The approaches to the runway would be cleared to eliminate obstructions to aircraft.

Airstrip construction would also include construction of an access road to the runway apron. A small terminal building for storage and worker safety would be constructed on the apron. The airstrip would be located in close proximity to the maintenance station. For terminal building electricity a powerline would be buried in a conduit along the access road from the maintenance station to the nearby airstrip.

6.7 Water Extraction Sites

Water extraction sites are primarily composed of an access road to the bank of a river, stream, or pond. Water extraction site access roads would be constructed by first clearing and grubbing along the alignment, followed by grading to achieve the design subgrade elevation, and then constructing the embankment and crushed aggregate surface course. A walking path to the edge of the waterbody would be cleared. Stormwater BMPs would be employed to prevent runoff from the access road construction disturbance from carrying sediment into the waterbody. All water extraction activities will be subject to authorization from ADNR (Temporary Water Use Authorization) and ADF&G (Title 16 Fish Habitat Permit).

7.0 Construction Schedule

The construction schedule has not been defined and would vary depending upon a final investment decision, funding sources, final design, and permit approvals. Construction means and methods, including schedule, will be determined by the construction contractor prior to beginning construction. Construction could occur as early as 2027. Construction could occur year-round at some locations, and depending on the criteria outlined above, would likely take between 2 and 5 years.

Initial construction activities would include wintertime clearing of the entire alignment, followed by geotechnical investigation drilling, and then design-level surveying. Heavy construction would likely begin with winter mobilization of equipment and materials to strategic construction headings using existing winter trails. Mobilization of equipment and materials to construction headings could also happen by river barge during summer. Limited aircraft mobilization of equipment and materials could also occur at the Whiskey Bravo airstrip. Initial construction would be focused on laydown areas, worker camps, airstrips, material sites, and temporary access and work trestles for bridge construction.

Road and bridge construction would advance from multiple construction headings, likely simultaneously. The construction contractor would determine the actual construction logistics. Likely road construction heading locations would include:

- MP 0 – From the terminus of DOT&PF's proposed West Susitna Access project
- Skwentna River #1 crossing, to the east and west
- Skwentna River #2 crossing, to the east and possibly to the west
- Whiskey Bravo airstrip and camp (MP 78.5)

Clearing of vegetation will *not occur* from May 1 through July 15 to avoid potential impacts on nesting birds, per USFWS recommendations. If vegetation clearing would coincide with this time frame, further coordination with USFWS will be necessary. If bald or golden eagles are determined to be in close proximity to the Project area, AIDEA would coordinate with USFWS to maintain compliance with the Bald and Golden Eagle Protection Act (BGEPA; 16 U.S. Code 668–668c).

Culvert construction and other in-water work in fish-bearing streams would be timed to minimize impacts to fish spawning and migration.

8.0 Impacts on WOTUS

This section describes the anticipated impacts on WOTUS from Project activities. Construction of Project components would require excavation of soil and discharge of fill into jurisdictional wetlands and waters. Permanent impacts to WOTUS are defined as areas where the discharge of filll material has the effect of replacing any portion of a WOTUS with dry land or changing the botton elevation of a wterbody (33 CFR 323.2). Temporary impacts refer to areas that will be restored to their pre-construction contours and elevation after construction is complete.

A description of the wetlands and waters mapping, wetland delineation methods, and criteria used for determining WOTUS are provided in the JDR (HDR 2025). Wetland and waters mapping and impacts are shown on the permit figures (Appendix A). Impacts on WOTUS by National Wetland Inventory (NWI) type are included in Table 23 (in Section 8.5 Summary of Discharges).

8.1 Two-Lane Road

Construction of the proposed road features would result in permanent impacts on WOTUS. Table 15 describes the impacts on WOTUS from road construction, as well as the volume of excavation and fill types discharged into WOTUS. Fill volumes by jurisdictional wetland crossing are shown on Figures I-001 through I-086 in Appendix A (Figures).

Table 15. Permanent Impacts from Road Components

Road Component	Upland and Non-Jurisdictional Impacts (acres)	Impact on Jurisdictional Waters (acres)[a]	Impact on Jurisdictional Wetlands (acres)	Fill Type in WOTUS			Excavation in WOTUS (cy)
				Embankment Borrow (cy)	Road Prism Borrow (cy)	Surface Course (cy)	
Road Footprint	549.43	1.41	0.29	25,591	2,358	589	4,870

[a] Total acreage presented may not reflect the sum of the individual cells due to rounding.

8.2 Stream Crossings

8.2.1 Culverts

The proposed alignment crosses 148 streams, of which 10 are bridge crossings and the remaining 138 are culvert crossings. Of these 138 culverted stream crossings, 103 are WOTUS based on the analysis outlined in the JDR (HDR 2025). Appendix C (Culvert Impact Table) documents the location and characteristics of each proposed culvert crossing, including culvert category and fish presence. Table 16 summarizes the permanent impacts from culvert inlet/outlet protection installation. Impacts of the stream area covered by the road embankment are included within the road impacts (Table 15 in Section 8.1).

Table 16. Impacts from Construction of Culvert Inlet/Outlet Protection

Culvert Category	Permanent Impact to Jurisdictional Waters (sq ft)	Excavation in Jurisdictional Waters (cy)	Fill Volume in Jurisdictional Waters - Stream Bed Material (cy)
Category 1	—	—	—
Category 2	200	22	22
Category 3	1,854	206	206
Category 4	6,102	678	678
Category 5	1,200	133	133
Category 6	7,440	827	827
Category 7	1,014	113	113
Category 8	21,147	2,350	2,350
Total[a]	**38,957**	**4,329**	**4,329**

Notes: sq ft = square foot/feet
[a] Total acreage presented may not reflect the sum of the individual cells due to rounding.

Installation of the inlet/outlet protection would require excavating within the stream channel and adjacent areas. Unsuitable excavated material would be disposed at the nearest material site. The excavated area would then be backfilled with stream simulated bedding material to dissipate stream energy, allow fish passage, and protect the entrance/outlet of the culvert. The amount of excavation and stream bed material needed is outlined in Appendix C (Culvert Impact Table).

Heavy machinery would be used to install culverts and the inlet/outlet protection. Disturbance areas outside the permanent impact footprint, would be limited to non-jurisdictional areas. Temporary disturbance areas would be re-contoured to preconstruction contours after construction is complete. The small amount of native material repositioned during re-contouring

is expected to be negligible. A typical plan view of the temporary disturbance areas is shown on Figure CX-009 in Appendix A (Figures).

8.2.2 Bridges

Bridges would be installed at 10 major stream crossings. Permanent impacts on WOTUS, as defined in the JDR (HDR 2025), would occur at the Skwentna River No. 1, Skwentna River, No. 2, and Chickak River. Table 17 details permanent impacts from bridges. Bridges would be pile supported, with taller bridges requiring installation of pile-supported pile caps at the ground surface (i.e., stream channel bottom). Riprap would be placed around bridge abutments to protect the abutments and roadway from scour. Bridge plan and profile sheets are included on Figures BX-001 through BX-010 in Appendix A (Figures).

Table 17. Permanent Impacts from Bridge Components

Bridge Name	Piles				Pile Caps					
	Diameter (ft)	Number in Uplands and Non-Jurisdictional Areas	Number in Jurisdictional Waters	Total Number	Impacts on Uplands and Non-Jurisdictional Areas (sq ft)	Impacts on Jurisdictional Waters (sq ft)	Total Impacts (sq ft)	Total Number	Fill volume in WOTUS – concrete (cy)	Excavation in WOTUS (cy)
Wolverine Creek	—	—	—	—	—	—	—	—	—	—
Upper Sucker Creek	—	—	—	—	—	—	—	—	—	—
Bear Creek	—	—	—	—	—	—	—	—	—	—
Clear Creek	—	—	—	—	—	—	—	—	—	—
Upper 8 Mile Creek	—	—	—	—	—	—	—	—	—	—
Skwentna River 1	4	—	—	—	1,042	521	1,563	3	77	77
Shell Creek	—	—	—	—	—	—	—	—	—	—
Skwentna River 2	4	—	—	—	—	521	521	1	77	77
Chickak River	4	—	8	8	—	—	—	—	—	—
Skwentna River 3	4	4	—	4	—	—	—	—	—	—
Total[a]	**—**	**4**	**8**	**12**	**1,042**	**1,042**	**2,084**	**4**	**154**	**154**

Notes: ft = foot/feet; sq ft = square foot/feet
[a] Total acreage presented may not reflect the sum of the individual cells due to rounding.

Temporary access roads and work trestle bridges would be installed prior to construction to support workers, and equipment during construction would be located adjacent to the permanent crossing location. Temporary fill for access roads would be limited to non-jurisdictional areas outside the fill footprint and removed after construction is complete, and areas would be re-contoured to preconstruction conditions. The areas would be allowed to revegetate naturally. Table 18 provides a detailed breakdown of temporary impacts from piles driven to support temporary work trestles for bridge construction.

Table 18. Temporary Impacts from Work Trestle Piles

Bridge Name	Pile Diameter (ft)	Number of Piles with Temporary Impacts in Uplands and Non-Jurisdictional Areas	Number of Piles with Temporary Impacts in Waters – WOTUS	Total Number of Piles with Temporary Impacts
Wolverine Creek	2	6	6	12
Upper Sucker Creek	2	11	—	11
Bear Creek	2	3	2	5
Clear Creek	2	12	—	12
Upper 8 Mile Creek	2	8	4	12

Bridge Name	Pile Diameter (ft)	Number of Piles with Temporary Impacts in Uplands and Non-Jurisdictional Areas	Number of Piles with Temporary Impacts in Waters – WOTUS	Total Number of Piles with Temporary Impacts
Skwentna River 1	2	10	28	38
Shell Creek	2	6	5	11
Skwentna River 2	2	10	44	54
Chickak River	2	8	34	42
Skwentna River 3	2	8	24	32
Total	**—**	**82**	**147**	**229**

Notes: ft = foot/feet

8.3 Material Sites

The majority of the material sites would be located in uplands. Small streams within the material site boundary would be diverted away from the proposed excavation activities. Table 19 and Table 20 provide details on impacts from development of material sites and access roads on WOTUS as defined in the JDR (HDR 2025). The total impacts on WOTUS from material sites and the access roads to material sites is 0.49 acre. Material sites with WOTUS impacts are shown on Figures MS-001 and MS-002 in Appendix A (Figures).

Table 19. Permanent Impacts from Material Sites

Material Site ID	Impact on Uplands and Non-Jurisdictional Areas (acres)	Impact on Jurisdictional Waters (acres)	Linear feet of Jurisdictional Stream Diverted (lf)
MS01	71.13	—	—
MS02	86.10	—	—
MS03	25.08	—	—
MS04	63.26	—	—
MS05	72.22	—	—
MS06	18.73	—	—
MS07	13.48	—	—
MS08	53.55	—	—
MS09	107.69	—	—
MS10	25.87	—	—
MS11	55.26	—	—
MS12	70.77	0.27	1,758
MS13	51.49	0.22	1,381
MS14	46.47	—	—
MS15	21.55	—	—
MS16	45.46	—	—
MS17	44.94	—	—
Total[a]	**873.05**	**0.49**	**3,139**

Notes: ID = Identifier; lf = linear foot/feet
[a] Total acreage presented may not reflect the sum of the individual cells due to rounding.

Table 20. Permanent Impacts from Material Site Access Roads

Material Site Access Road	Upland and Non-Jurisdictional Impacts (acres)	Impact on Jurisdictional Waters (acres)	Fill Type within WOTUS			Excavation within WOTUS (cy)
			Embankment Borrow (cy)	Road Prism Borrow (cy)	Surface Course (cy)	
MS11	2.41	—	—	—	—	—
MS12	15.17	0.08	522	261	65	235
MS13	17.99	—	—	—	—	—

Material Site Access Road	Upland and Non-Jurisdictional Impacts (acres)	Impact on Jurisdictional Waters (acres)	Fill Type within WOTUS			Excavation within WOTUS (cy)
			Embankment Borrow (cy)	Road Prism Borrow (cy)	Surface Course (cy)	
MS14	0.65	—	—	—	—	—
Total	**36.22**	**0.08**	**522**	**261**	**65**	**235**

8.4 Other Features

No permanent or temporary impacts on WOTUS are anticipated from construction of trail crossings, maintenance stations, airstrips, water extraction sites, or winter access roads. Table 21 provides a summary of impacts from these other features.

Table 21. Non-Jurisdictional Impacts from Other Project Components

Component	Total Upland and Non-Jurisdictional Impacts (acres)
Maintenance Station	19.52
Airstrip	75.52
Airstrips – Vegetation Clearing (Temporary)	12.05
Water Extraction Sites	3.80
Winter Access Routes – Temporary	8.26
Total[a]	**119.16**

[a] Total acreage presented may not reflect the sum of the individual cells due to rounding.

8.5 Summary of Discharges

The Project would result in the permanent discharge of fill material into WOTUS for the construction of the road surface and embankment as well as the associated Project components, including culverts, bridges, and material sites. No impacts on WOTUS would occur from the construction of trail crossings, maintenance stations, airstrips, water extraction sites, or winter access roads. Temporary impacts on WOTUS would be limited to temporary piles for trestles during bridge construction. Temporary impacts on non-jurisdictional wetlands and waters would be associated with the winter access routes, culvert construction, vegetation clearing, and temporary piles for trestles during bridge construction. Table 22 provides a summary of permanent impacts on WOTUS and fill volumes by Project component. Table 23 summarizes impacts on WOTUS by wetland type.

Table 22. Summary of Permanent Impacts by Project Component

Project Component	Impact on Uplands and Non-Jurisd. (acres)[a]	Impact on Jurisd. Waters (acres)[a]	Impact on Jurisd. Wetlands (acres)	Impacts on WOTUS							
				Embankment Borrow (cy)	Road Prism Borrow (cy)	Surface Course (cy)	Stream Bed Material (cy)	Concrete (cy)	Total Fill Volume (cy)	Excavation (cy)	Stream diverted (lf)
Road	549.43	1.41	0.29	25,591	2,358	589	—	—	28,538	4,870	—
Culverts	—	0.89	—	—	—	—	4,329	—	4,329	4,329	—
Bridges	0.02	0.02	—	—	—	—	—	154	154	154	—
Material Sites and Access Roads	909.27	0.57	—	522	261	65	—	—	848	235	3,139
Maintenance Stations	19.52	—	—	—	—	—	—	—	—	—	—
Airstrips	75.52	—	—	—	—	—	—	—	—	—	—
Water Extraction Sites	3.80	—	—	—	—	—	—	—	—	—	—
Total	**1,557.56**	**2.89**	**0.29**	**26,113**	**2,619**	**654**	**4,329**	**154**	**35,079**	**9,588**	**3,139**

Notes: Jurisd. = Jurisdictional; lf = linear foot/feet

[a] Total acreage presented may not reflect the sum of the individual cells due to rounding.

Table 23. Summary of WOTUS Impacts by NWI Type

Wetland Type	NWI Code[a]	Permanent Impacts to WOTUS (acres)[b]
Emergent	PEM1/SS1F	0.29
Total Emergent Wetlands		***0.29***
Total Jurisdictional Wetlands		***0.29***
Fresh Waterbodies	PUBH	0.04
Total Fresh Waterbodies		***0.04***
Rivers and Streams	R2UBH	0.04
	R3UBF	0.01
	R3UBH	2.65
	R3UBHb	0.02
	R3USC	0.14
Total Rivers and Streams		***2.86***
Total Jurisdictional Waterbodies		**2.90**
Total WOTUS		**3.18**

[a] Cowardin et al. 1979. See JDR (HDR 2025) for descriptions of wetland types.
[b] Total acreage presented may not reflect the sum of the individual cells due to rounding.

9.0 Permits and Approvals

Table 24 provides additional environmental permits and authorizations necessary for the proposed Project, the regulatory agency responsible for issuing permit approvals, and the agencies' pertinent regulatory authority.

Table 24. Summary of Permits and Authorizations

Permits and Authorizations	Agency	Description
CWA, Section 404/ Rivers and Harbors Act, Section 10	USACE with oversight by EPA	Required for placement of fill material within WOTUS, including wetlands (Section 404) and work in, over, and under a navigable WOTUS (Section 10)
BGEPA	USFWS	Provides protection for bald and golden eagles; may permit "take" of bald eagle nests
Magnuson-Stevens Act EFH Consultation	NMFS	Consultation conducted by lead federal agency when action may result in harm to designated EFH
National Historic Preservation Act Section 106 Consultation	SHPO	Consultation conducted by lead federal agency to consider effects on historic, prehistoric, or archaeological resources
CWA 401 Certification	ADEC	State reviews 404 permit applications and issues a Certificate of Reasonable Assurance that the Project is consistent with CWA provisions
Title 16 Fish Habitat Permit	ADF&G	Required for work, structures, or water withdrawal below OHW in waterbodies containing fish
Right-of-Way, Easement, Surface Use Agreement, and/or Temporary Land Use Permits	ADNR, MSB, and others	Access or easements for alignment, including temporary and/or and material source access
Susitna Basin Recreation Rivers Management, Recreational Rivers Special Use Permit	ADNR	Required for Project activities occurring on State land and water within the Talachulitna River RMU.
Material Sales (AS 38.05.550–565)	ADNR	Required for material sales on State lands

Permits and Authorizations	Agency	Description
National Trails Systems Act of 1968	BLM/ADNR	BLM is the designated federal administrator for the INHT; the State manages the INHT on State lands (BLM 1986)
Air Quality Permits	ADEC	Title I and/or Title V Operating Permits

Note: ADEC = Alaska Department of Environmental Conservation; AS = Alaska Statute; EFH = Essential Fish Habitat; NFMS = National Marine Fisheries Service; RMU = River Management Unit; SHPO = State Historic Preservation Office. This table does not include construction-specific permitting requirements (e.g., temporary water use permits). Additional construction permits would be the responsibility of the contractors selected by AIDEA to complete the final design and to construct the Project.

10.0 Mitigation Statement

Regulations and guidelines associated with Section 404 of the CWA call for project proponents to take measures to avoid or reduce adverse impacts on jurisdictional wetlands and other resources. Avoidance and minimization measures have been incorporated into the design and construction of the Project to the maximum extent practicable. The purpose of the Mitigation Statement is to (1) describe the proposed avoidance and minimization of impacts on jurisdictional wetlands and other resources within the Project area, and (2) identify the proposed compensatory mitigation for unavoidable impacts on WOTUS from construction of the road. See Appendix B for a table and map set of avoidance and minimization measures.

10.1 Avoidance

Given the purpose and length of the Project, complete avoidance of jurisdictional wetlands and waters is not possible. The Project has been designed to avoid and minimize impacts on WOTUS, non-jurisdictional wetlands, fish, Essential Fish Habitat (EFH), and other resources, wherever practicable, through avoidance and minimization measures such as route refinement, construction methods, selective siting of Project components, and appropriately sized conveyance structures. Regulations and guidelines associated with Section 404 of the CWA call for Project proponents to take measures to avoid or reduce adverse impacts on jurisdictional wetlands and other resources. The following avoidance and minimization measures have been incorporated into the design and construction of the Project.

10.1.1 Design Avoidance Measures

- The proposed route has been designed to avoid and minimize impacts on WOTUS (including EFH) to the maximum extent practicable. Design engineers worked with wetland scientists to adjust the route throughout the length of the Project to avoid WOTUS, move road crossings perpendicular to stream channels, and cross wetlands at the narrowest possible point in consideration of topography and design criteria constraints. Alignment shifts were completed at multiple intervals throughout the Project duration starting in 2019. Appendix B (Avoidance and Minimization Table and Map Set) includes alignment shifts made to avoid and minimize impacts on wetlands.
- Material sites, the airstrip, the maintenance station, and other Project facilities have been sited in uplands to the maximum extent practicable.
- Material sites, the airstrip, the maintenance station, and other Project facilities are co-located, to the maximum extent practicable, to avoid impacts on WOTUS.

- The dimensions of the road will be the minimum required to meet the overall Project purpose.
- The Project is designed to include a 50-foot buffer for anadromous waters and EFH, except where streams would be crossed, to avoid impacts on riparian habitat.

10.1.2 Design Minimization Measures

- The proposed road alignment is routed to minimize unavoidable impacts on sensitive areas such as WOTUS (including streams and EFH) to the extent practicable and in consideration of design criteria constraints.
- Existing drainage patterns will be maintained; properly sized and designed culverts will be used in appropriate locations to maintain the natural flow patterns and timing of surface water inflows to adjacent wetlands and waters.
- Culverts will be sized to reduce maintenance associated with debris clogging and icing, potential glaciation concerns, and sediment deposition; the minimum culvert size proposed is 3 feet in diameter to minimize ponding potential and allow for break-up flow capacity if ice forms in the culverts.
- The proposed alignment will be routed so stream crossings are as close to perpendicular to the axis of the channel as engineering and routing conditions allow to minimize culvert and bridge length as well as reduce stream impacts.
- Properly sized and designed culverts will be installed to minimize impacts on fish in fish-bearing streams, and all anadromous fish stream crossings will be permitted according to ADF&G Title 16 guidelines. Fish passage culvert diameters will be sized to convey peak 100-year flows.
- A 24-foot-wide, gravel road section with minimized use of roadside ditches will be used to promote sheet flow of runoff water from the road surface, increasing infiltration and vegetative filtration, thereby minimizing impacts on water quality resulting from concentrated runoff.
- Roadside ditches will be designed to accommodate maintenance demands and snow storage.

10.1.3 Construction Avoidance and Minimization Measures

- To the extent practicable, laydown/staging areas and other work areas will be located within the road or other Project facility footprints, at least 50 feet from wetlands and/or the water's edge. Equipment will remain inside the identified Project limits, and will not be stored, maintained, or repaired within WOTUS.
- In locations where the roadway is constructed over jurisdictional wetlands, geo-fabric may be placed under roadway fill to minimize subsidence and migration of fill material into native soils.
- Project limits within WOTUS will be clearly identified in the field (e.g., staking, flagging, silt fencing) prior to clearing and construction to ensure avoidance of impacts on WOTUS (including wetlands) beyond Project footprints.

- A Stormwater Pollution Prevention Plan will be prepared for this Project. The plan will clearly describe BMPs required during construction to prevent erosion and runoff from entering aquatic habitats:
    - Erosion and sediment control measures (perimeter protection) such as silt fences and straw wattles will be placed around jurisdictional wetlands and waters within the disturbance limit (within 15 feet).
    - Temporarily disturbed areas, including slopes, will be recontoured to match existing contours and stabilized in a timely manner within the post-disturbance growing season as work is completed. All silt fences, curtains, and other structures will be installed properly and maintained in a functioning manner for the life of the construction period where fill material and exposed soils might cause transport of sediment or turbidity beyond the immediate construction site.
    - Road embankment side slopes will be stabilized with an Alaska native seed mix as soon as possible after final grading.
    - Standard spill-prevention measures will be implemented during construction; spill clean-up equipment (e.g., oil-absorbent pads) will be available onsite during construction.
- Locally sourced, contaminant-free embankment and surface materials will be used during construction to avoid introducing contaminated material to the Project area.
- All seeds used for revegetation will be certified to be free of prohibited noxious weeds in accordance with Alaska Administrative Code, Title 11, Chapter 34.
- Any stream bank affected by the work will be restored and stabilized. The stream bed and banks will be backfilled and restored to the pre-existing course, condition, capacity, and location.
- Coordination with USFWS will occur prior to construction to avoid and minimize impacts on nesting eagles in compliance with the BGEPA.
- Timing windows will be implemented to avoid clearing, grubbing, and other site preparation and construction activities during critical life stages for migratory birds, in compliance with the Migratory Bird Treaty Act and BGEPA.
- ADF&G will determine timing windows during which in-water work will be authorized to minimize potential impacts on sensitive fish life stages such as spawning and/or migration periods. Timing windows for in-water work will be incorporated into the construction schedule.
- Construction activities will not result in a migration barrier for resident or anadromous fish. Fish passage will be maintained using temporary stream diversion channels, unless otherwise approved by the ADF&G Division of Habitat. Diversion techniques will likely involve creating a temporary diversion channel, plugging the natural channel upstream and downstream of the construction area, and temporarily rerouting flow into the diversion channel.

10.1.4 Compensatory Mitigation

AIDEA, in accordance with Section 404 of the CWA, has designed the Project to avoid impacts on wetlands and waterbodies wherever practicable, and to minimize impacts where impacts are

not avoidable. Due to the number of streams within the Project area and the length of the Project, complete avoidance of WOTUS is impractical. The Project would impact 3.18 acres of WOTUS over four HUC10 watersheds (Table 25).

Table 25. Acreage of Watersheds Crossed by the Project

Watershed[a]	HUC10	Total Watershed Area (acres)	Impervious Surface[b] in Watershed (acres)	Project Footprint (acres)[c]	Project Footprint in WOTUS (acres)[c]
Johnson Creek	1902050407	97,124	0	23.8	0.02
Middle Skwentna River	1902050411	234,656	14.0	287.9	0.40
Lower Skwentna River	1902050415	245,426	15.1	632.0	1.79
Alexander Creek	1902050511	213,590	0	617.0	0.98
Total Area		**1,015,432**	**29.1**	**1,560.7**	**3.18**

[a] USGS 2024a
[b] National Land Cover Dataset (Dewitz and USGS 2021)
[c] Total acreage presented may not reflect the sum of the individual cells due to rounding.
Table does not include permanent impacts from construction of inlet/outlet protection at culverts outside the road embankment

The 2008 *Final Rule on Compensatory Mitigation for Losses of Aquatic Resources* (2008 Final Rule; EPA and USACE 2008; found at 40 Code of Federal Regulations [CFR] 230.93(a)) provides that the District Engineer:

> *…must determine the compensatory mitigation to be required in a [Department of the Army] permit based on what is practicable and capable of compensating for the aquatic resources functions that will be lost as a result of the permitted activity.*

Additionally, it states that all compensatory mitigation (33 CFR 320.4(r)(2)):

> *…will be for significant resource losses which are specifically identifiable, reasonably likely to occur, and of importance to the human or aquatic environment. Also, all mitigation will be directly related to the impacts of the proposal, appropriate to the scope and degree of those impacts, and reasonably enforceable.*

In Alaska, implementation of regulations governing compensatory mitigation is further guided by a document called the “Compensatory Mitigation Considerations for the U.S. Army Corps of Engineers, Alaska District Regulatory” (CM Considerations; USACE 2025b).

Due to the Project’s small impact on jurisdictional waters, the distribution of the minimal impacts over multiple watersheds (Table 25), and the extensive avoidance and minimization measures that AIDEA has already performed and committed to, AIDEA proposes no compensatory mitigation for the 3.18 acres of unavoidable impacts of jurisdictional aquatic resource impacts. If USACE requires compensatory mitigation, AIDEA will work with USACE and mitigation providers in the region to develop a compensatory mitigation plan acceptable to USACE.

11.0 Adjacent Property Owners

For a list of property owners located within 5 miles of the Project footprint see Appendix D Land Ownership Table and Map Set.

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Appendix A

Figures

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Figure List

Figure 1. Vicinity Map
Figure IG-001. Map Interpretation Guide
Figure R-001-053. Plan View — Road
Figure I-001-086. Plan View. WOTUS Impact Detail.
Figure RX-001. Road Design Typical Sections
Figure CX-001. Culvert Category 1
Figure CX-002. Culvert Category 2
Figure CX-003. Culvert Category 3
Figure CX-004. Culvert Category 4
Figure CX-005. Culvert Category 5
Figure CX-006. Culvert Category 6
Figure CX-007. Culvert Category 7
Figure CX-008. Culvert Category 8
Figure CX-009. Culvert Category 2-8 Typical Plan
Figure BX-001. Wolverine Creek Bridge Plan and Profile
Figure BX-002. Upper Sucker Creek Bridge Plan and Profile
Figure BX-003. Bear Creek Bridge Plan and Profile
Figure BX-004. Clear Creek Bridge Plan and Profile
Figure BX-005. Upper 8 Mile Creek Bridge Plan and Profile
Figure BX-006. Skwentna River #1 Bridge Plan and Profile
Figure BX-007. Shell Creek Bridge Plan and Profile
Figure BX-008. Skwentna River #2 Bridge Plan and Profile
Figure BX-009. Chickak River Bridge Plan and Profile
Figure BX-010. Skwentna River #3 Bridge Plan and Profile
Figure TX-001. Typical At-Grade Trail Crossing
Figure TX-002. Typical Bridge Trail Crossing
Figure MS-001. Material Site 12
Figure MS-002. Material Site 13
Figure OF-001. Typical Maintenance Station Layout Plan
Figure OF-002. Typical Maintenance Station Sections
Figure AS-001. Typical Airstrip

Appendix B

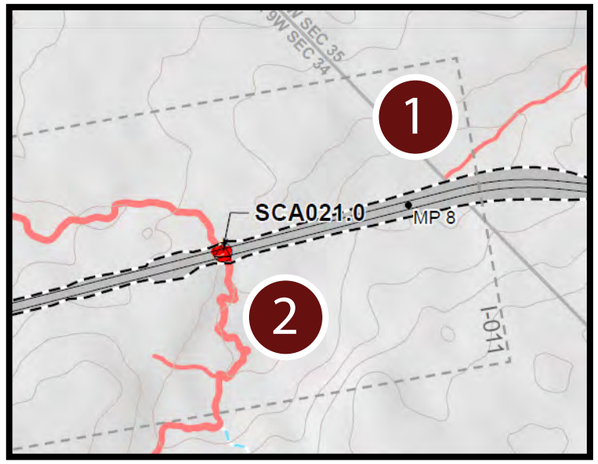
Figure A-001-022. Wetland Avoidance and Minimization Map Set

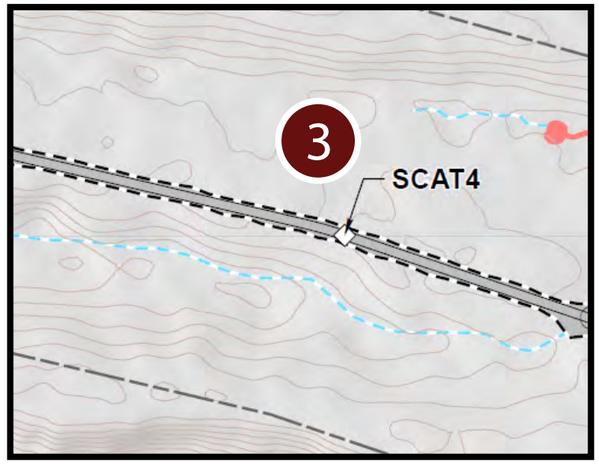
Appendix D

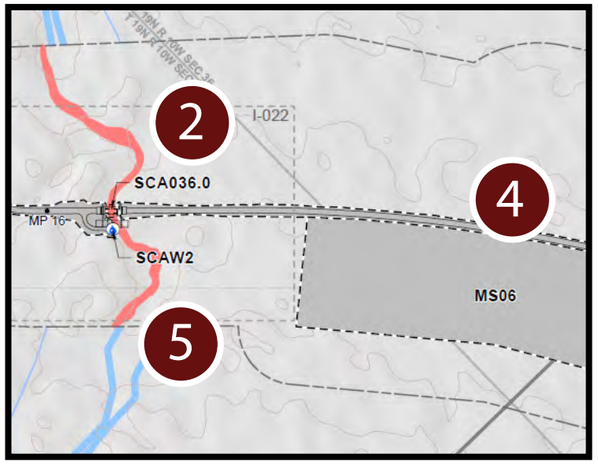
Figure P-001-016. Land Ownership Map Set

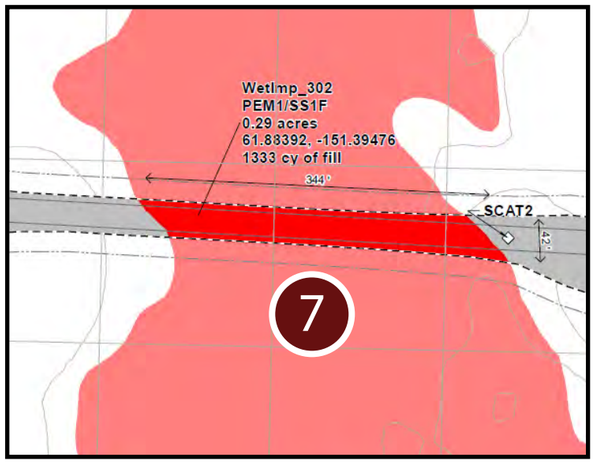
Figure Index for Major Project Components

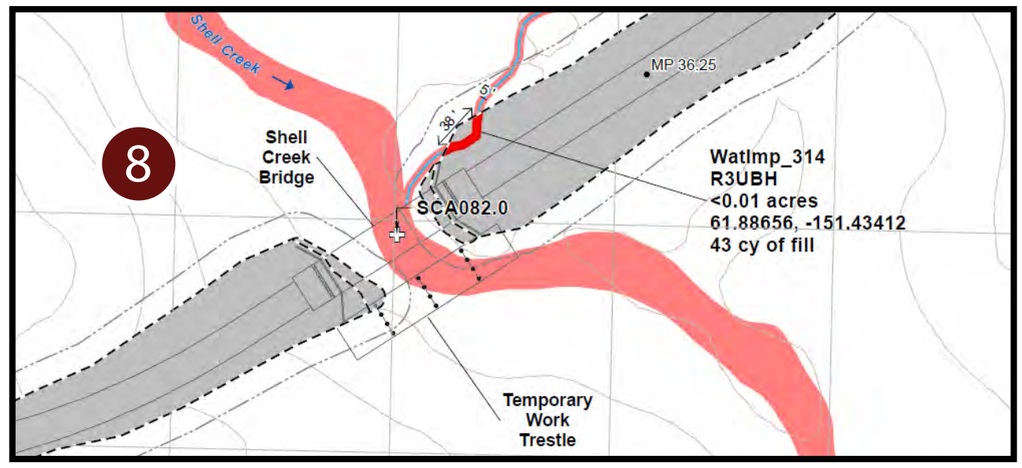
Project Component	Name / ID	Road Plan View Figure No.	WOTUS Impact Detail Figure No.	Detail Figure No.
Bridges	Wolverine Creek / SCA019.0	R-005	I-010	BX-001
	Upper Sucker Creek Bridge / SCA025.0	R-007	1-013	BX-002
	Bear Creek / SCA036.0	R-011	I-022	BX-003
	Clear Creek Bridge / SCA053.0	R-015	I-031	BX-004
	Upper 8 Mile Creek / SCA072.0	R-019	I-040	BX-005
	Skwentna River 1 / SCA080.0	R-022 - 023	I-046	BX-006
	Shell Creek / SCA082.0	R-024	I-049	BX-007
	Skwentna River 2 / SCA121.0	R-047	I-077	BX-008
	Chickak River / SCA133.0	R-049	I-081	BX-009
	Skwentna River 3 / SCA148.0	R-053	I-086	BX-010
Material Sites	MS01	R-003	-	-
	MS02	R-003	-	-
	MS03	R-004	-	-
	MS04	R-005	-	-
	MS05	R-007	-	-
	MS06	R-011	-	-
	MS07	R-015	-	-
	MS08	R-017	-	-
	MS09	R-018	-	-
	MS10	R-019	-	-
	MS11	R-026	-	-
	MS12	R-032	I-056 – I-057	MS-001
	MS13	R-041	I-070	MS-002
	MS14	R-047	-	-
	MS15	R-050	-	-
	MS16	R-052	-	-
	MS17	R-053	-	-
Maintenance	Shell Creek Maintenance Station	R-025	-	OF-001-002
Trail Crossings	INHT and Iditarod Race Route / SCAT1	R-023	-	TX-002
	INHT / SCAT2	R-023	I-047	TX-001
	Iditarod Race Route / SCAT3	R-024	I-048	TX-002
	Recreational / SCAT4	R-028	-	TX-001
	Recreational /SCAT 5	R-034	-	TX-001
	Recreational / SCAT 6	R-034	-	TX-001
	INHT and RS2477 / SCAT 7	R-045	-	TX-002
	Iditarod Race Route / SCAT 8	R-047	-	TX-002
Airstrips	Shell Creek Airstrip	R-025	-	AS-001
Water Extraction Sites	SCAW1	R-005	-	RX-001
	SCAW2	R-011	-	RX-001
	SCAW3	R-018	-	RX-001
	SCAW4	R-019	-	RX-001
	SCAW5	R-024	-	RX-001
	SCAW6	R-033	-	RX-001
	SCAW7	R-042	-	RX-001
	SCAW8	R-046	-	RX-001
	SCAW9	R-050	-	RX-001
Winter	Skwentna River Bypass	R-022 – R-023	-	-











1 Project mileposts (MPs) are labeled from the beginning of the project 1.4 miles west of Alexander Creek (MP 0), to the end of the project at Whiskey Bravo Airstrip (MP 78.5).

2 Stream crossing points are labeled by their Crossing ID. Crossing IDs correspond to the culvert table included in Appendix C.

3 Trail crossing points are labelled by Trail Crossing ◇ and corresponding number (SCAT#). At-grade crossings are symbolized with and bridge trail crossings are symbolized with ◈.

4 Material sites are labelled by Material Site ID and corresponding number (MS#). Details and cross-section views of the two material sites with impacts to WOTUS are shown on Figures MS-001-2.

5 Water extraction sites are labeled by Water Extraction Site ID and corresponding number (SCAW#). Water extraction site roads are similar to the main road. They are 24 feet wide to accommodate water trucks and heavy machinery during construction and for road maintenance. Water extraction sites will also be used as public access points following completion of construction.

6 Detailed map extents are shown on Figures I-001-086. Only areas where the project impacts WOTUS are shown on the detailed map extents.

7 Detailed map sheets display impacts to WOTUS of each NWI type mapped. Each wetland or waterbody polygon is assigned a unique ID. Unique IDs are given to wetlands (Wet_#) and waters (Wat_#). Each wetland or waterbody impact is also assigned a corresponding unique ID (WetImp_# or WatImp_#) and are labeled on Figures I-001-086. The latitude and longitude of the centerpoint of the wetland/water impact polygon is also labeled.

8 Temporary impacts associated with temporary bridges and trestles, and winter access routes are shown with unique colors. Vegetation clearing limits and winter access routes are shown for informational purposes only. This activity will not be ground disturbing and is not regulated by USACE.

9 The Wetland Avoidance and Minimization Map Set is located in Appendix B (Figures A-001-022) and the Land Ownership Map Set is located in Appendix D (P-001-016).

The inch:feet scales referenced in this map set are applicable when printed on 11x17 paper.

WEST SUSITNA ACCESS
APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: VARIES	PROPOSED ACTIVITY: ROAD CONSTRUCTION
WATERWAY: SUSITNA RIVER WATERSHED	FILE NO. POA

DRAWING TITLE: **MAP INTERPRETATION GUIDE**

DATE:	FIGURE NO.
JULY 2025	**IG-001**

I-001

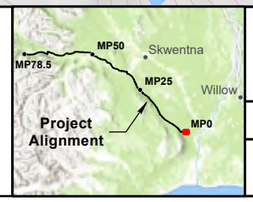
SCA001.0

Beginning of Project
61.5529, -150.67317

MP 0

Trail Creek

Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
USGS Waterbody (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

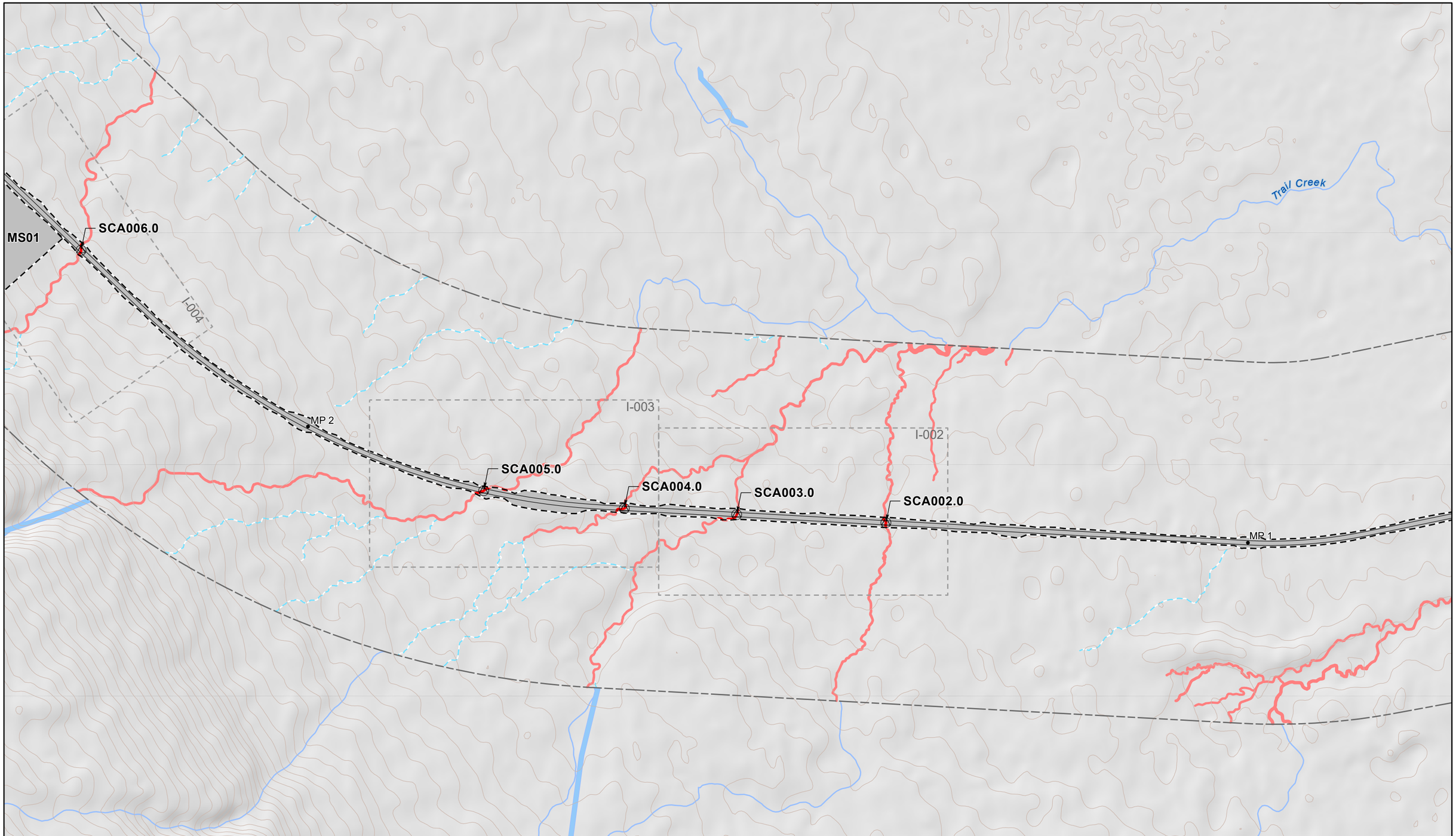
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

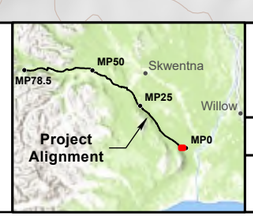
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-001**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

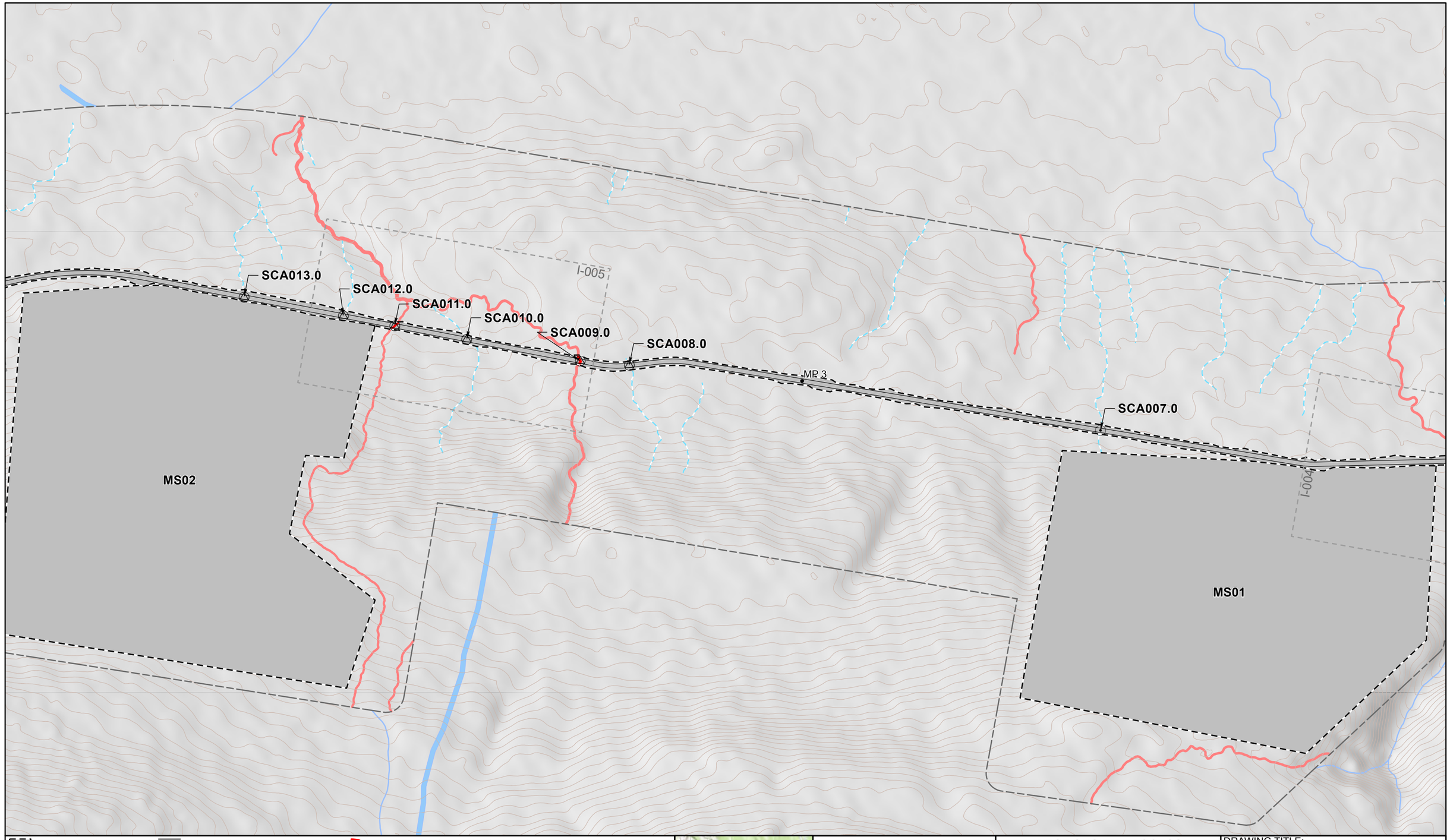
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

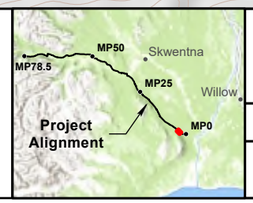
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-002**



- Permanent Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Stream Culvert
- Fish Passage Culvert
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water Impact
- Jurisdictional Wetland and Water
- Intermittent Mapped Stream
- Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

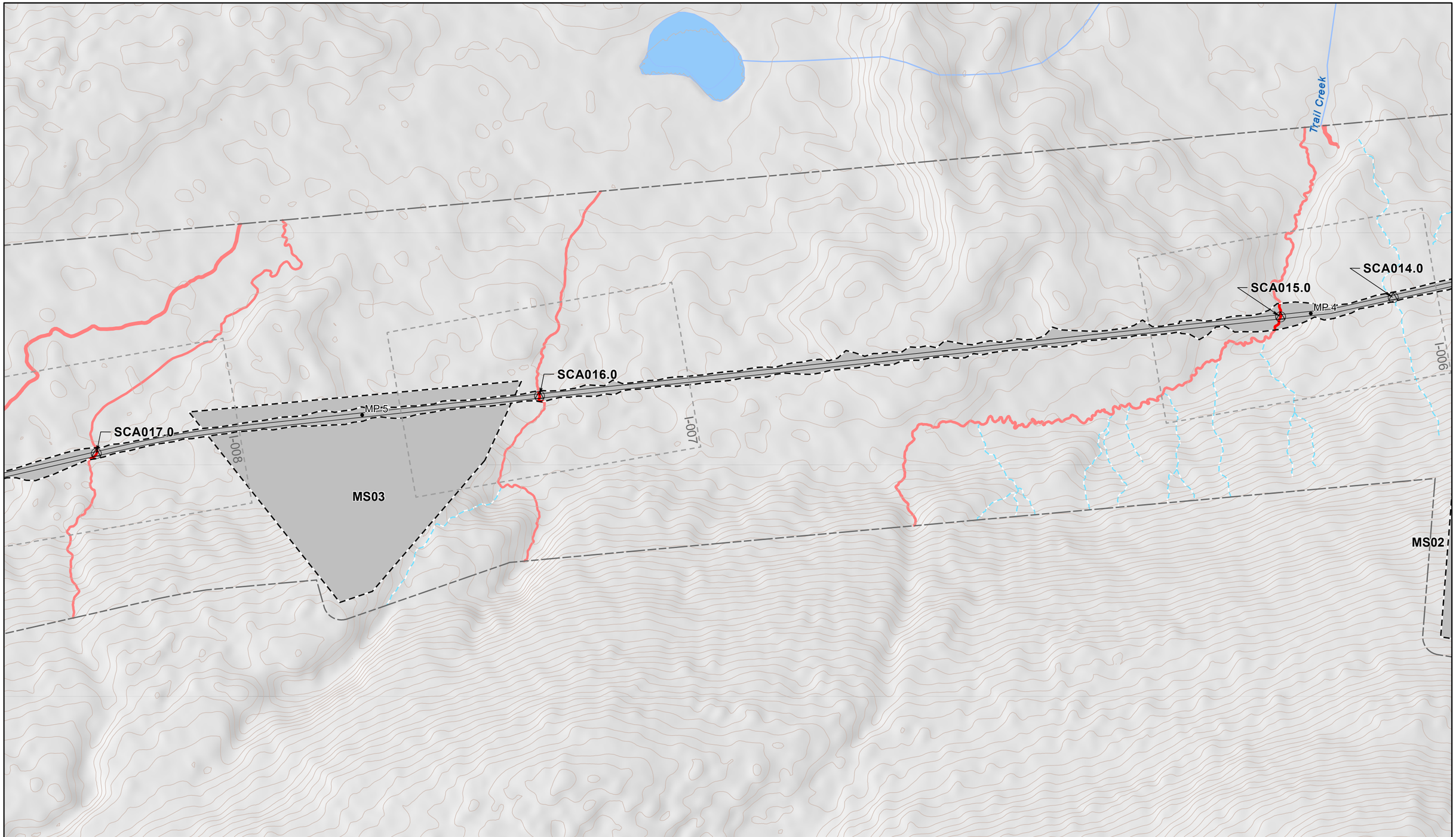
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

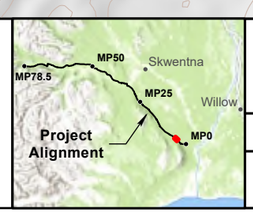
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-003**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
USGS Waterbody (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

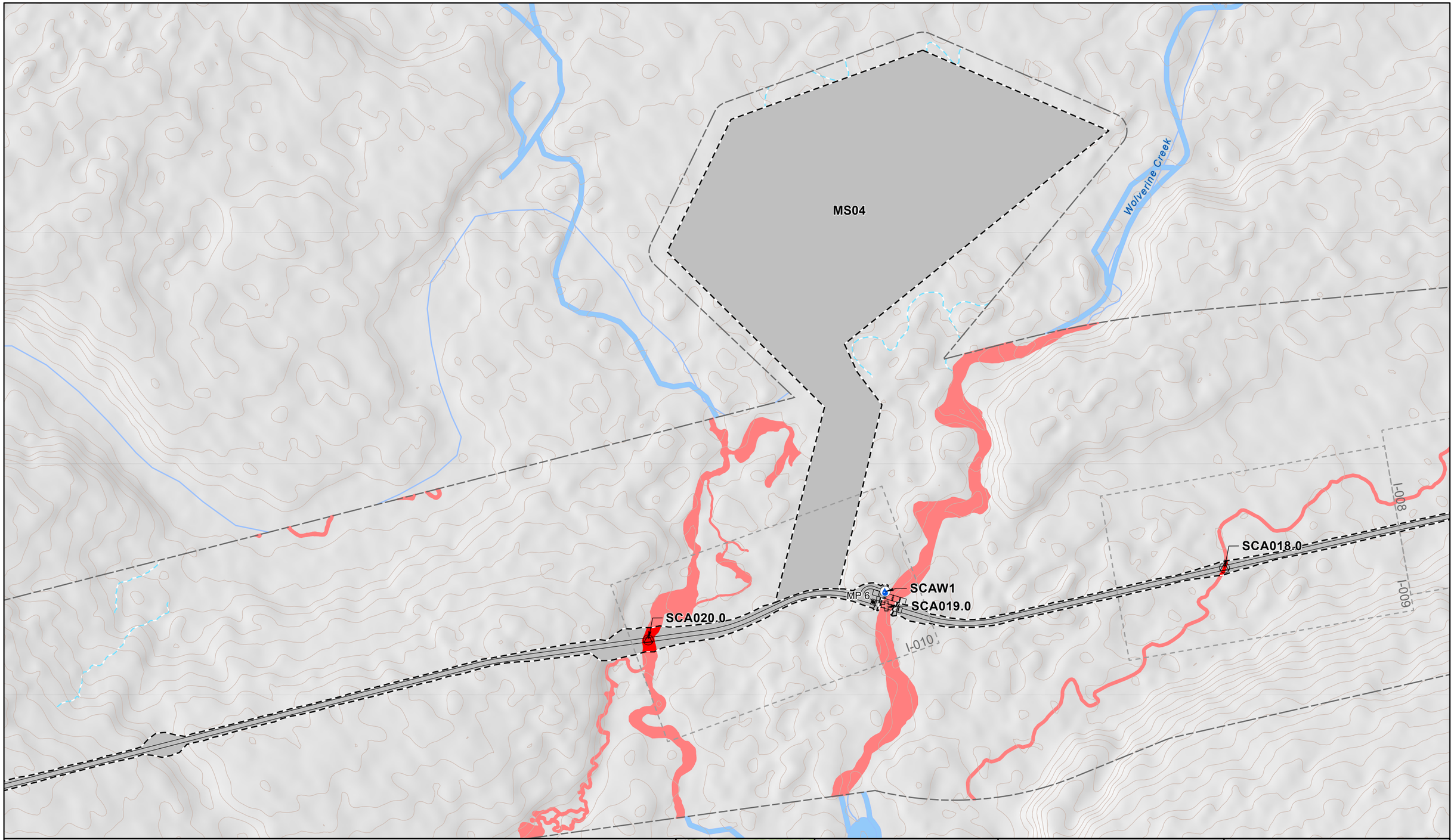
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

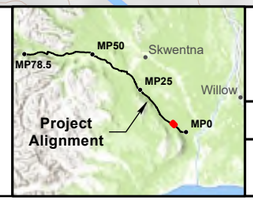
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-004**



Permanent Disturbance Limit
Temporary Disturbance Limit
Project Milepost
Project Design Detail Feature
Bridge
Fish Passage Culvert
Water Extraction Site
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

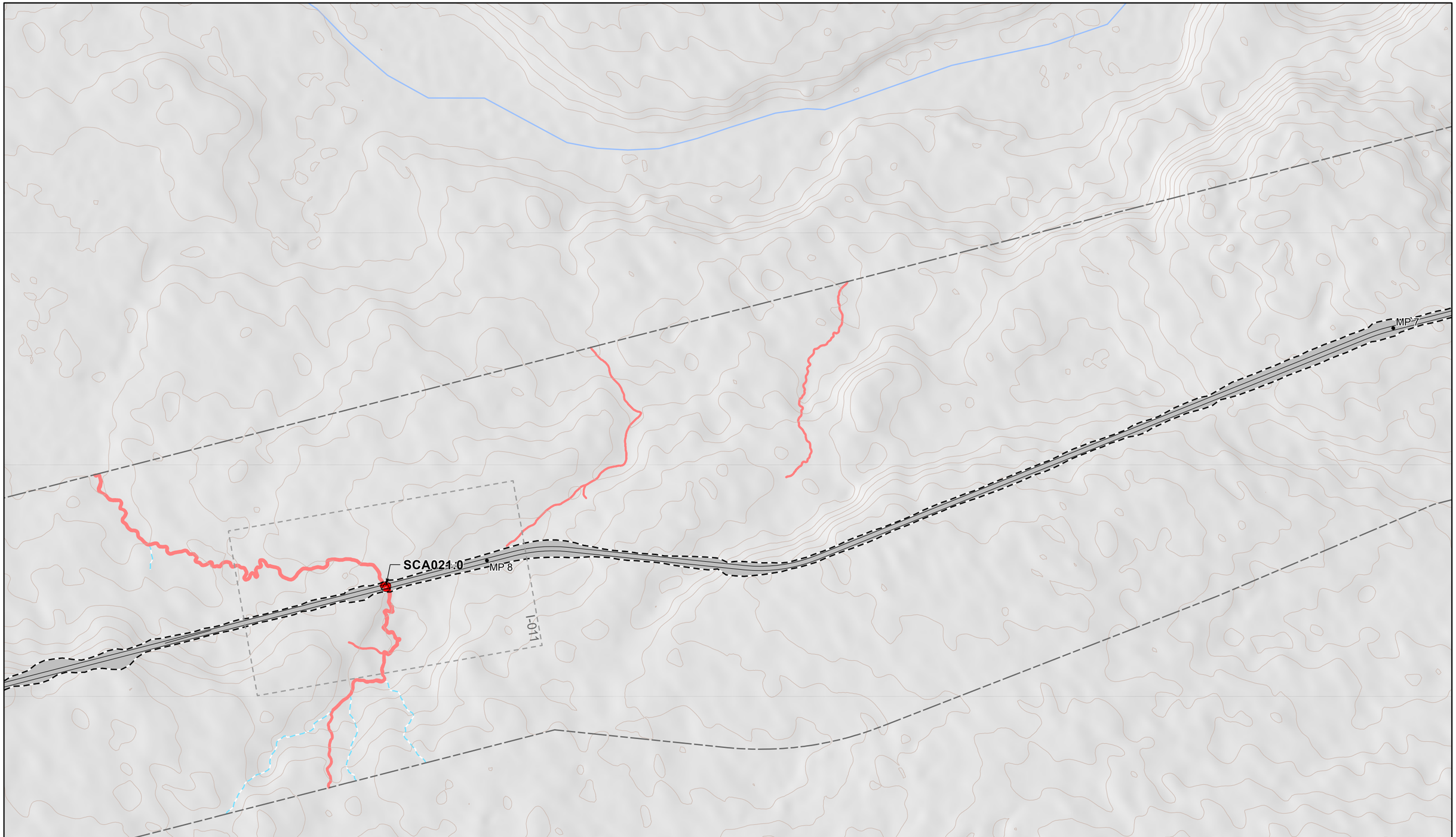
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

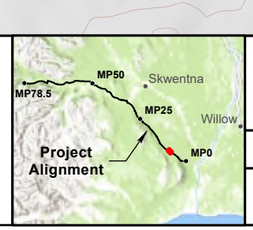
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-005**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

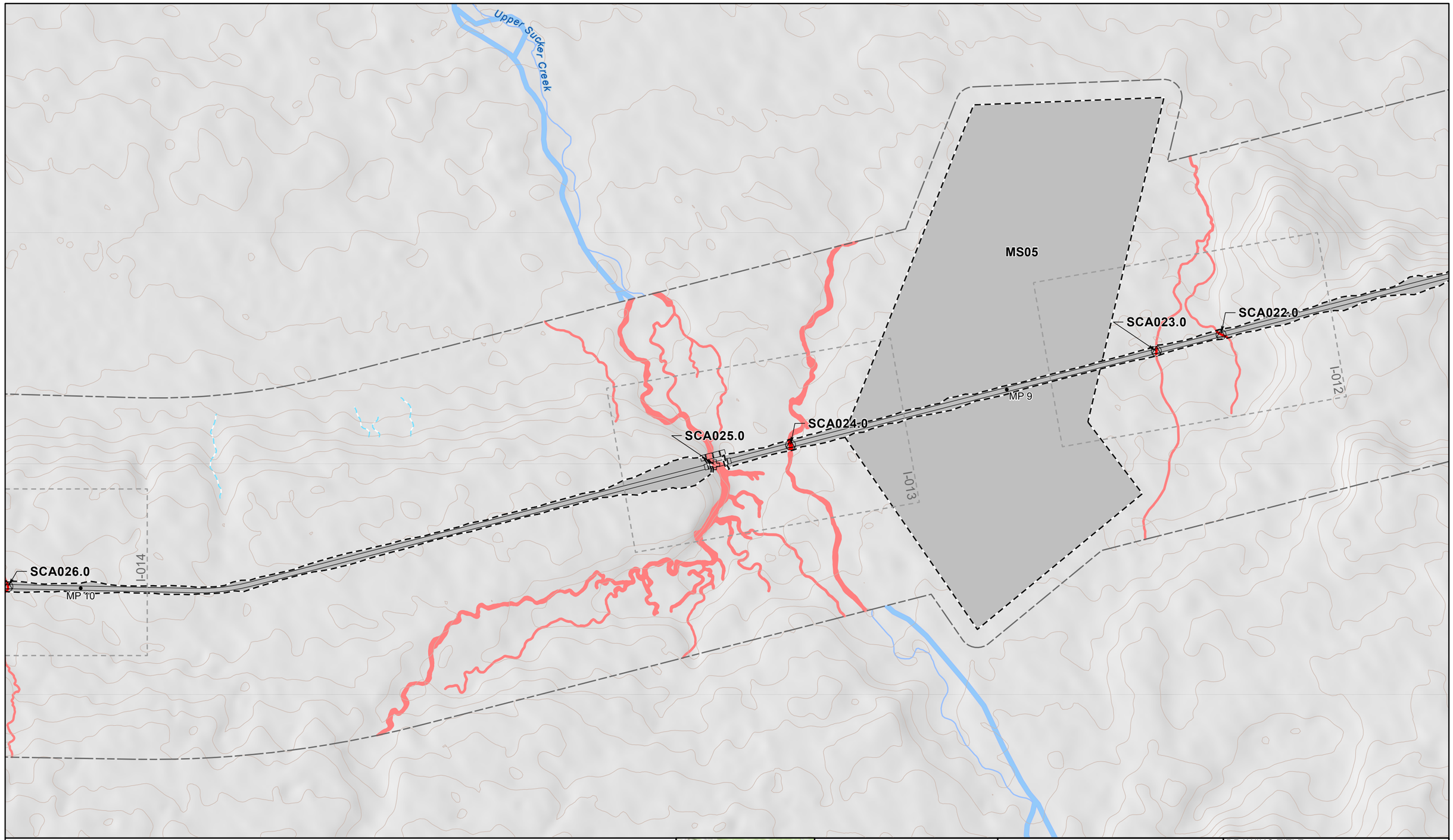
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

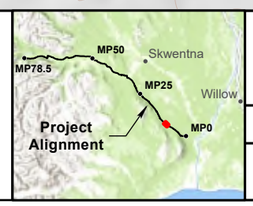
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-006**



Permanent Disturbance Limit
Temporary Disturbance Limit
Project Milepost
Project Design Detail Feature
Bridge
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

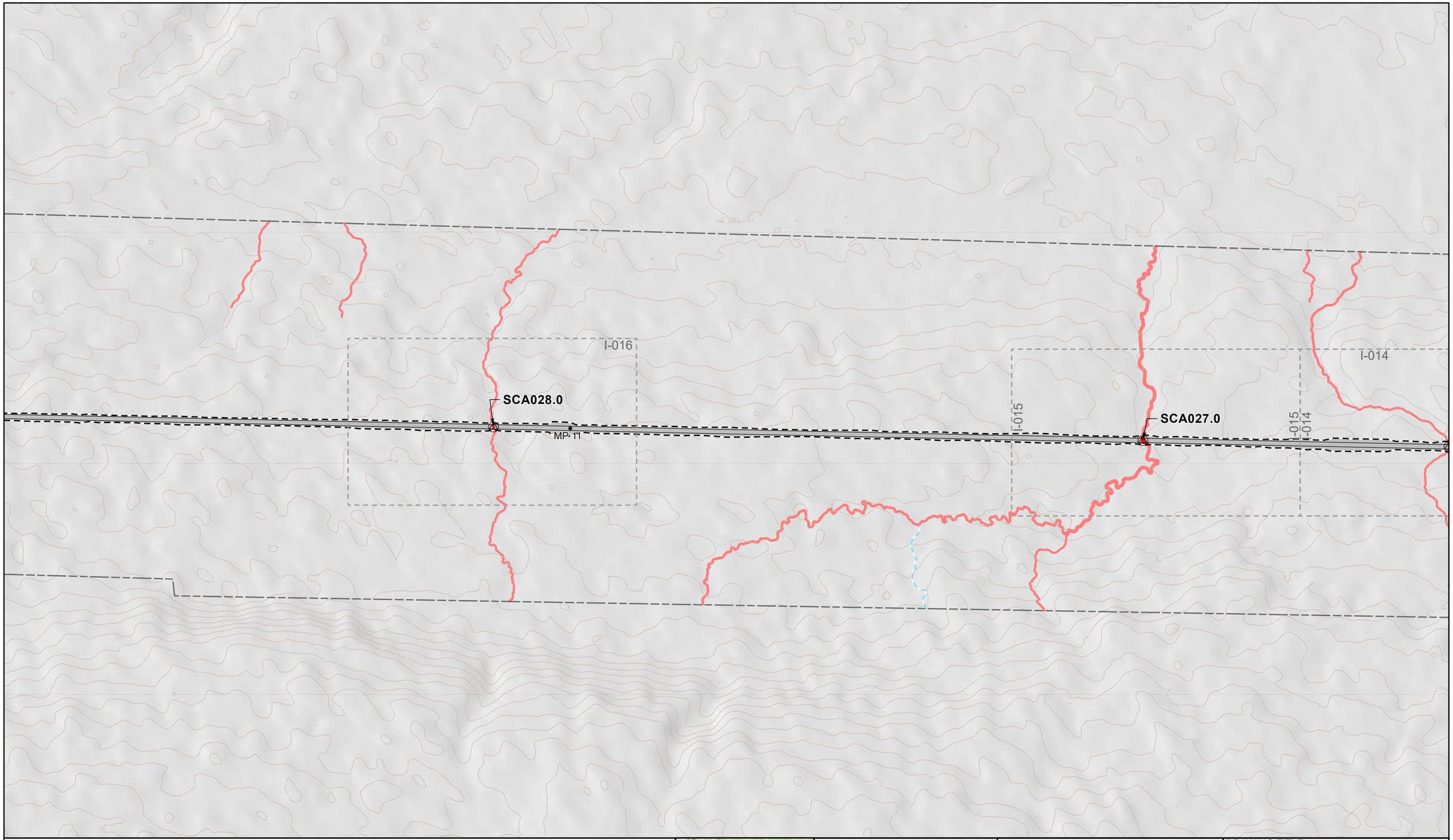
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

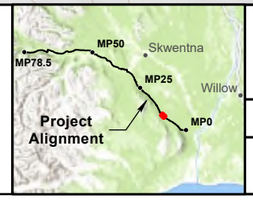
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-007**



- Permanent Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Fish Passage Culvert
- Township Boundary
- Section Boundary
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water Impact
- Jurisdictional Wetland and Water
- Intermittent Mapped Stream
- Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-008**

MP 13

SCA031.0

I-018

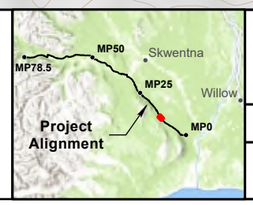
SCA030.0

MP 12

SCA029.0

I-017

Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Stream Culvert
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

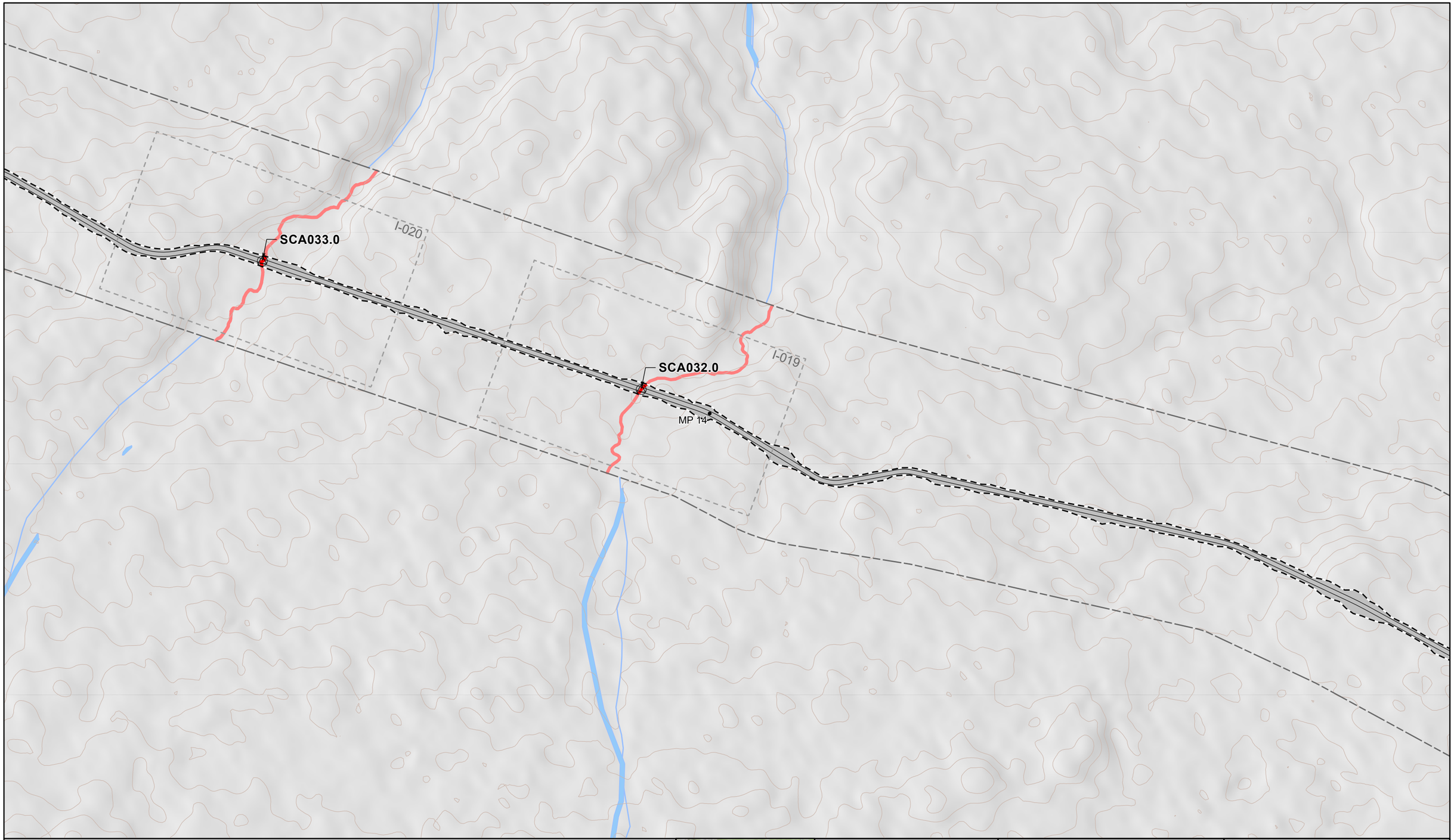
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

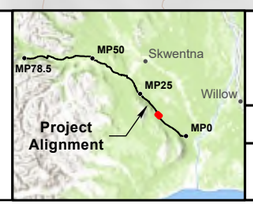
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-009**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

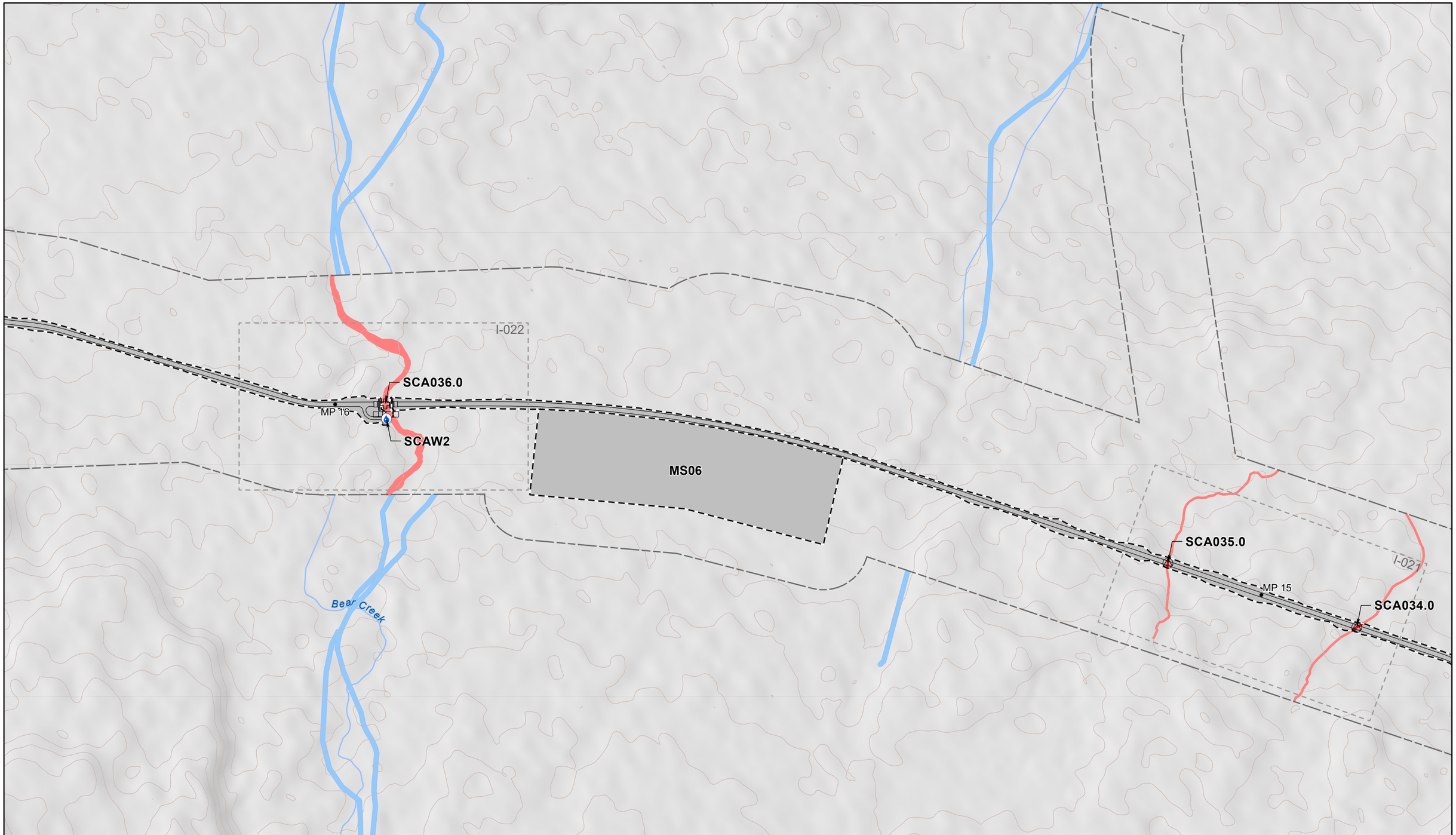
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

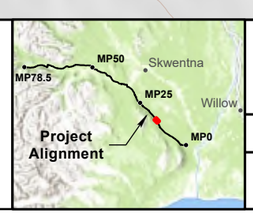
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-010**



Permanent Disturbance Limit
Temporary Disturbance Limit
Project Milepost
Project Design Detail Feature
Bridge
Fish Passage Culvert
Water Extraction Site
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-011**

I-024

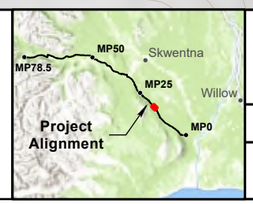
I-023

SCA038.0

SCA037.0

MP-17

Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

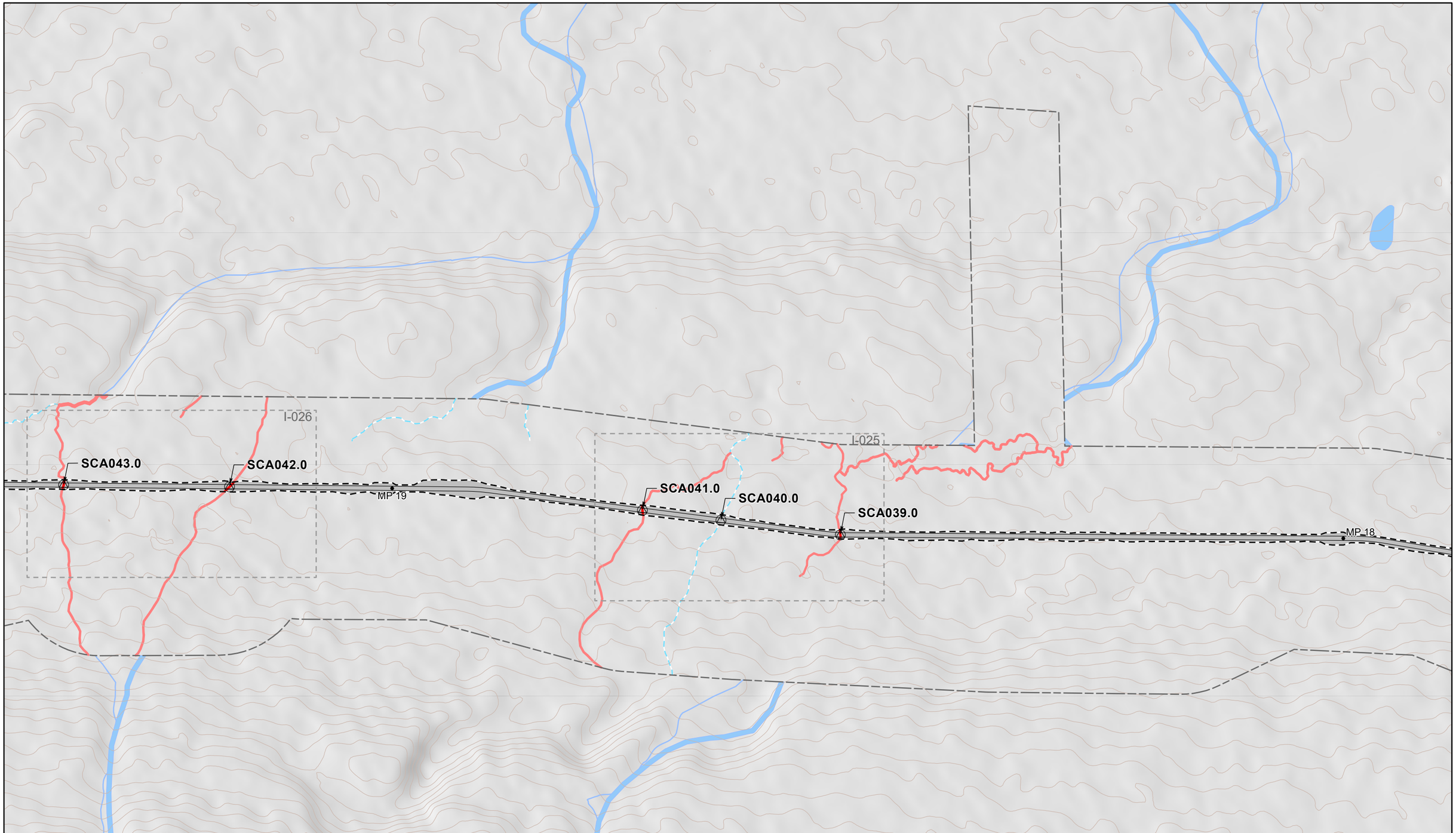
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

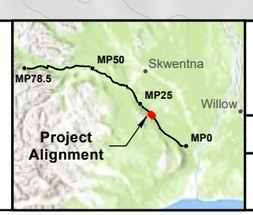
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-012**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

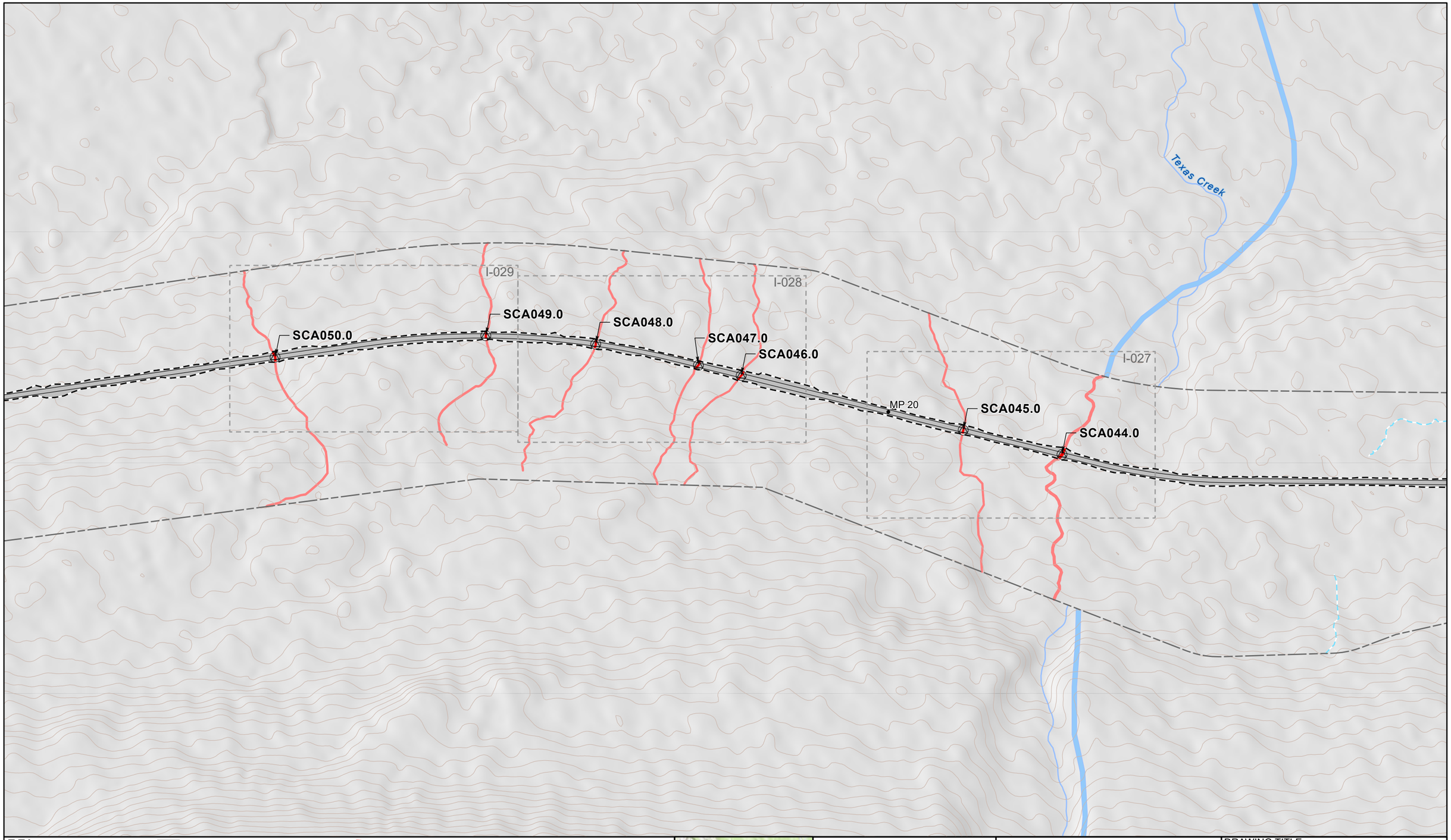
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

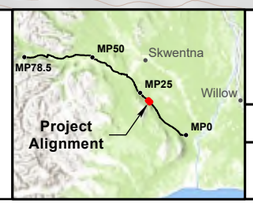
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-013**



- Permanent Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Fish Passage Culvert
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water Impact
- Jurisdictional Wetland and Water
- Intermittent Mapped Stream
- Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

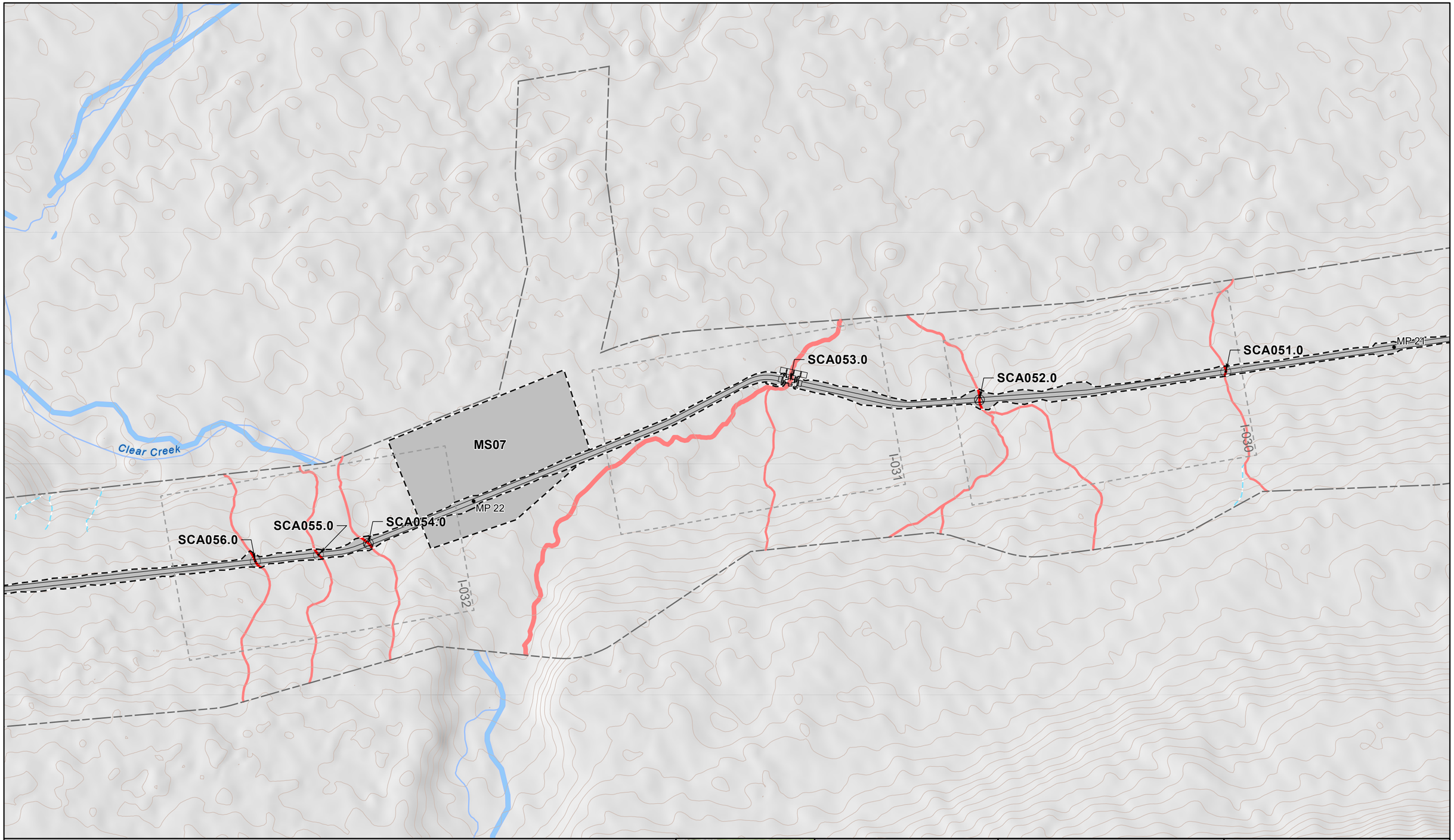
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

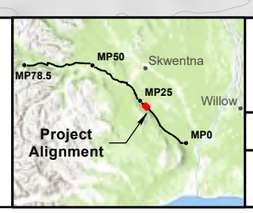
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-014**



- Permanent Disturbance Limit
- Temporary Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Bridge
- Stream Culvert
- Fish Passage Culvert
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water Impact
- Jurisdictional Wetland and Water
- Intermittent Mapped Stream
- Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

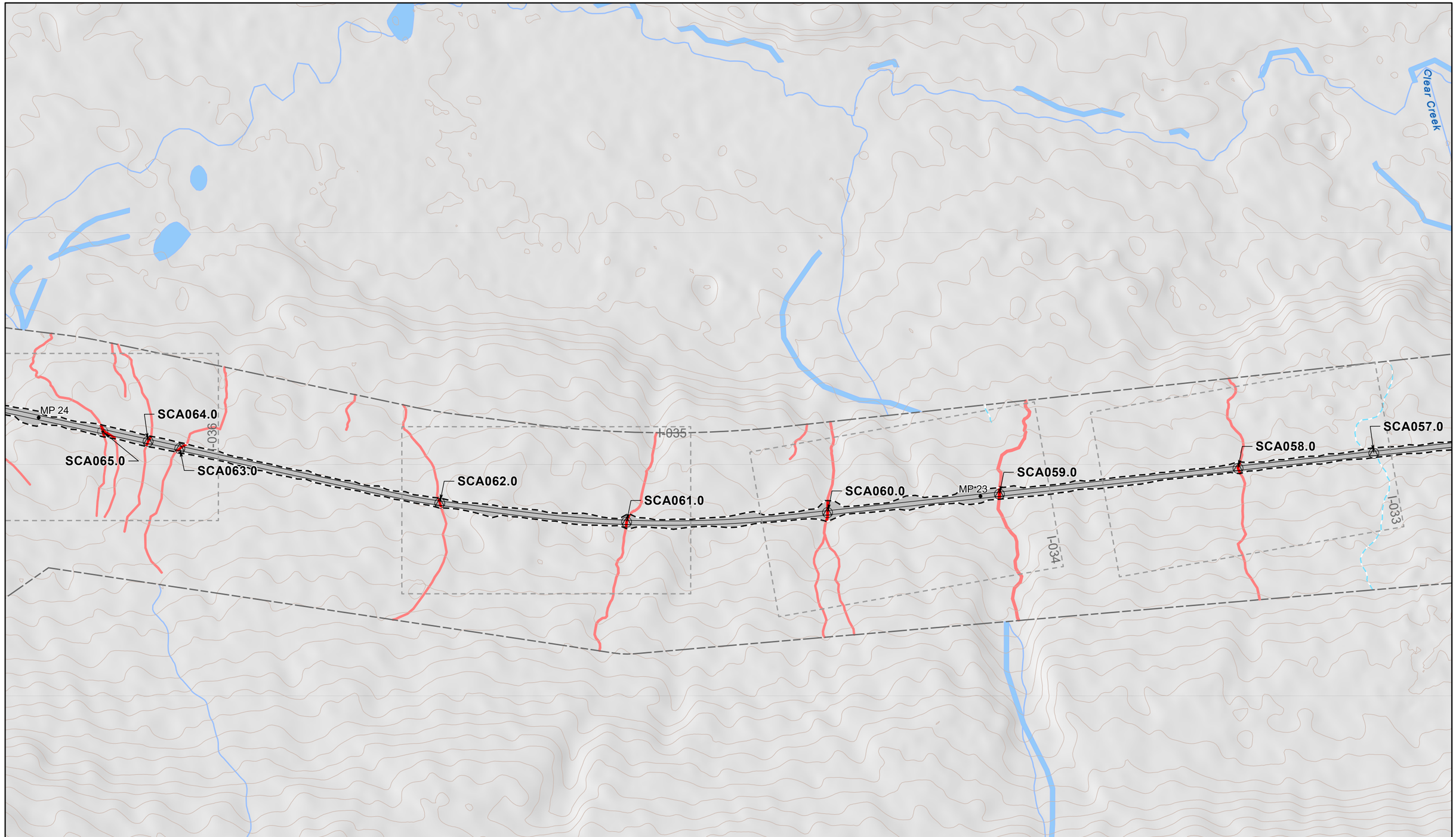
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-015**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Stream Culvert
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-016**

Deep Creek

MS08

MP 25

SCA067.0

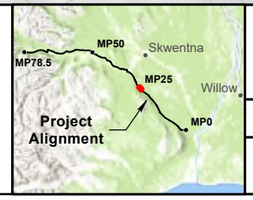
SCA066.0

I-037

I-036

Water Extraction
Site Access Road

Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
USGS Waterbody (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

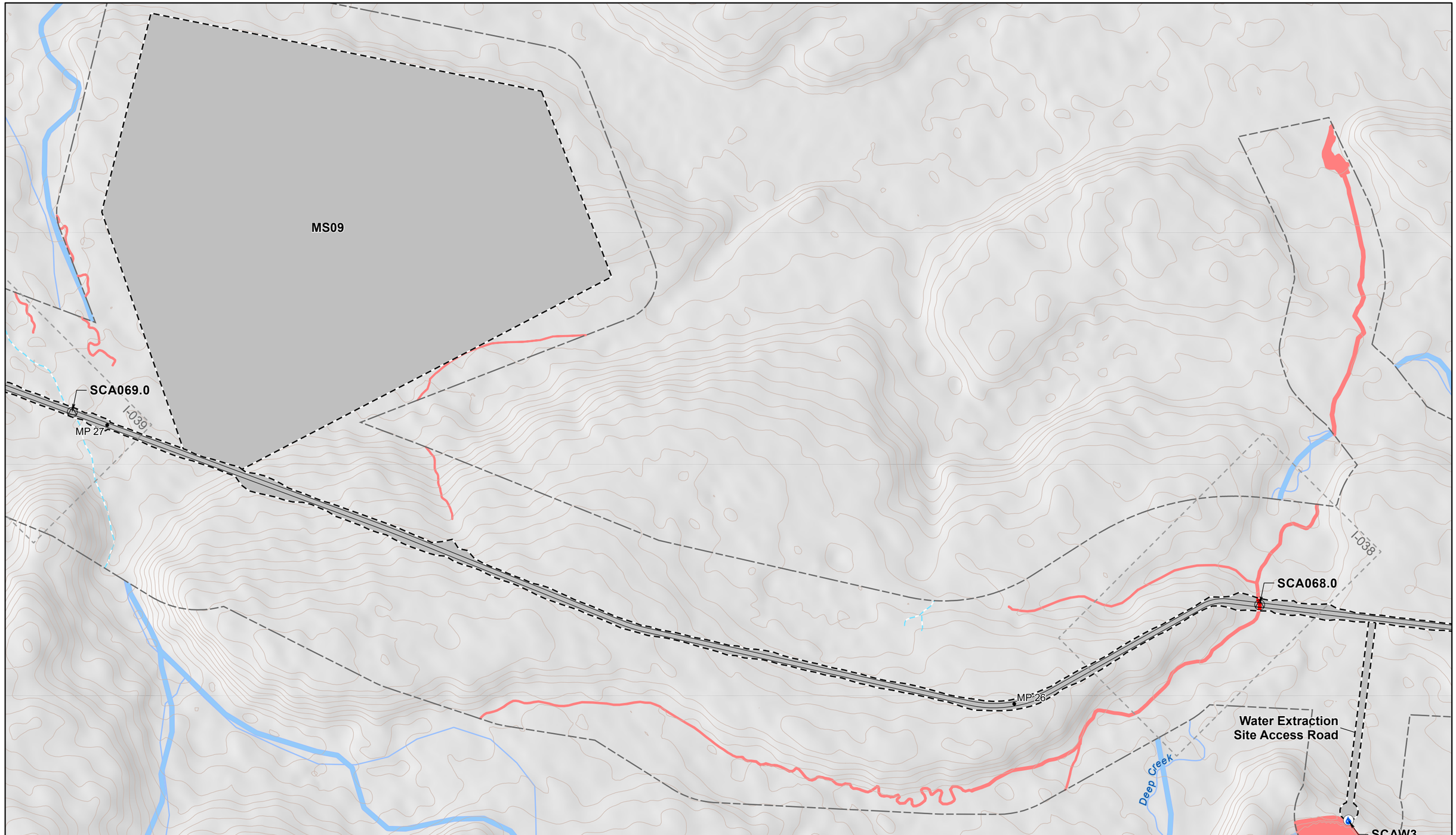
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-017**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Fish Passage Culvert
Water Extraction Site
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
USGS Waterbody (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-018**

MS10

MP 28

SCAW4

SCA072.0

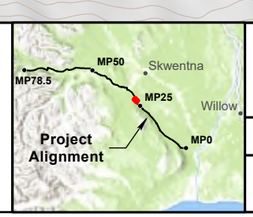
I-040

SCA071.0

I-039

SCA070.0

- Permanent Disturbance Limit
- Temporary Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Bridge
- Fish Passage Culvert
- Water Extraction Site
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- USGS Waterbody (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water Impact
- Jurisdictional Wetland and Water
- Intermittent Mapped Stream
- Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

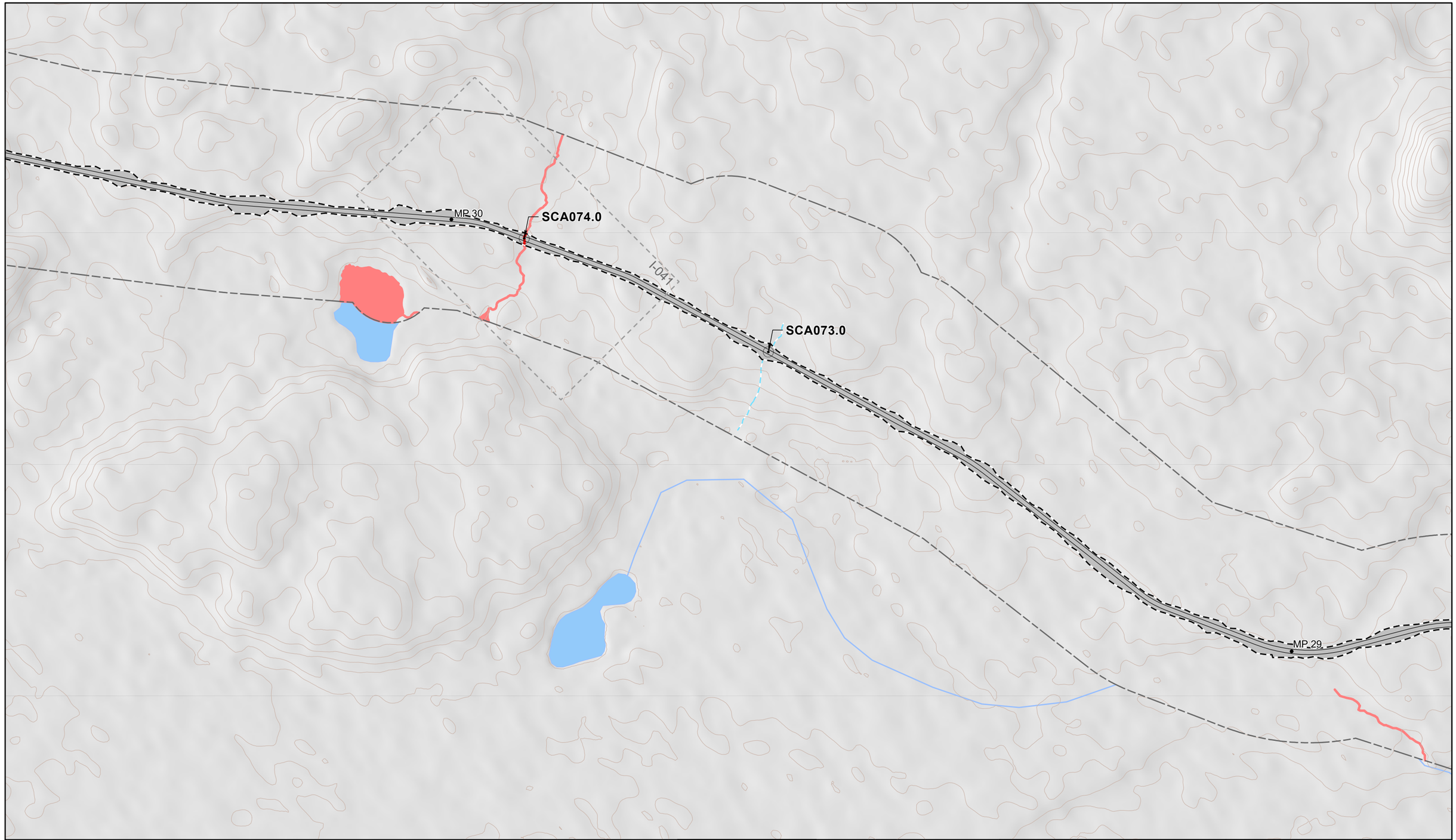
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

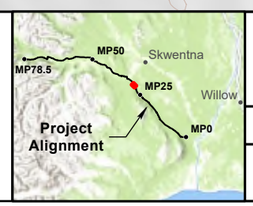
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-019**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Stream Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
USGS Waterbody (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

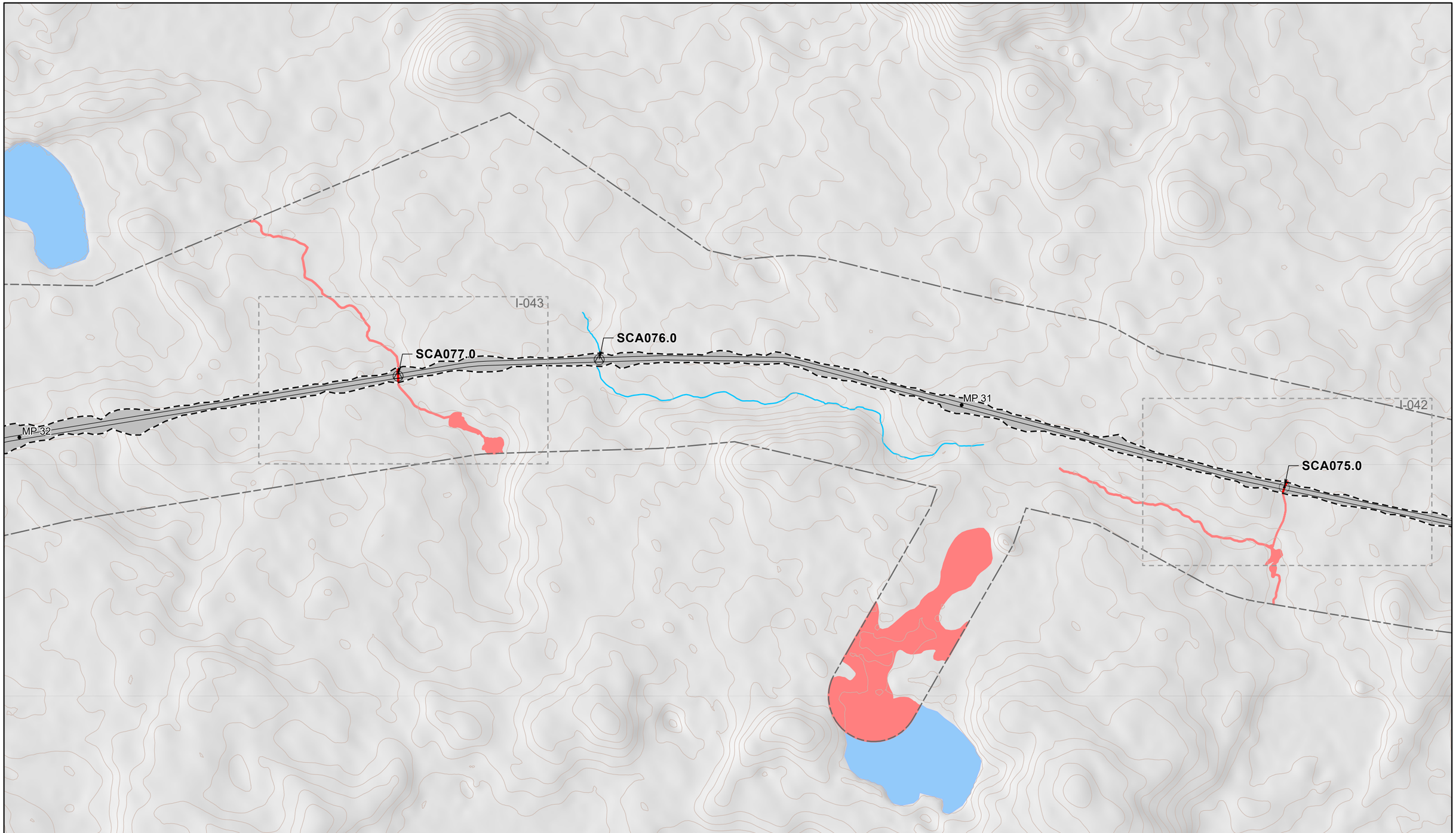
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

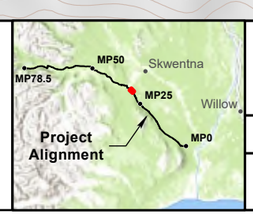
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-020**



- Permanent Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Stream Culvert
- Fish Passage Culvert
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- USGS Waterbody (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water Impact
- Jurisdictional Wetland and Water
- Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

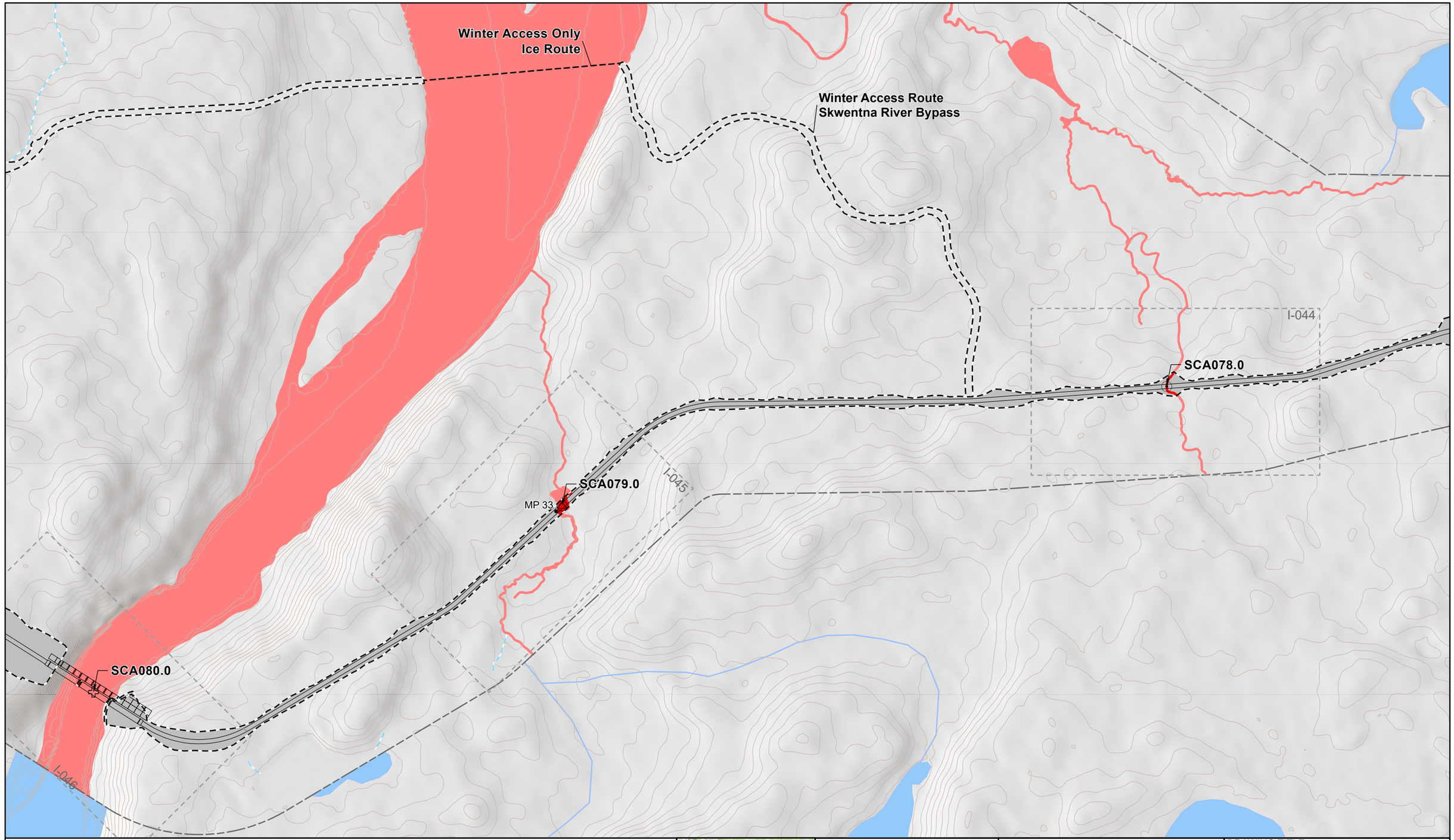
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

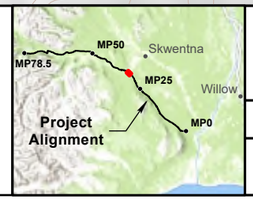
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-021**



Permanent Disturbance Limit
Temporary Disturbance Limit
Project Milepost
Project Design Detail Feature
Bridge
Stream Culvert
Fish Passage Culvert
Ice Route
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
USGS Waterbody (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-022**

I-047

SCAT2

MP 35

Winter Access Route
Skwentna River Bypass

MP 34

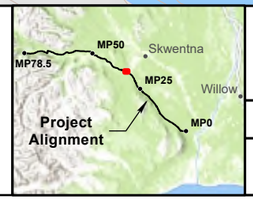
SCAT1

I-046

SCA080.0

Skwentna River

Permanent Disturbance Limit
Temporary Disturbance Limit
Project Milepost
Project Design Detail Feature
At-grade Trail Crossing
Bridge Trail Crossing
Bridge
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
USGS Waterbody (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

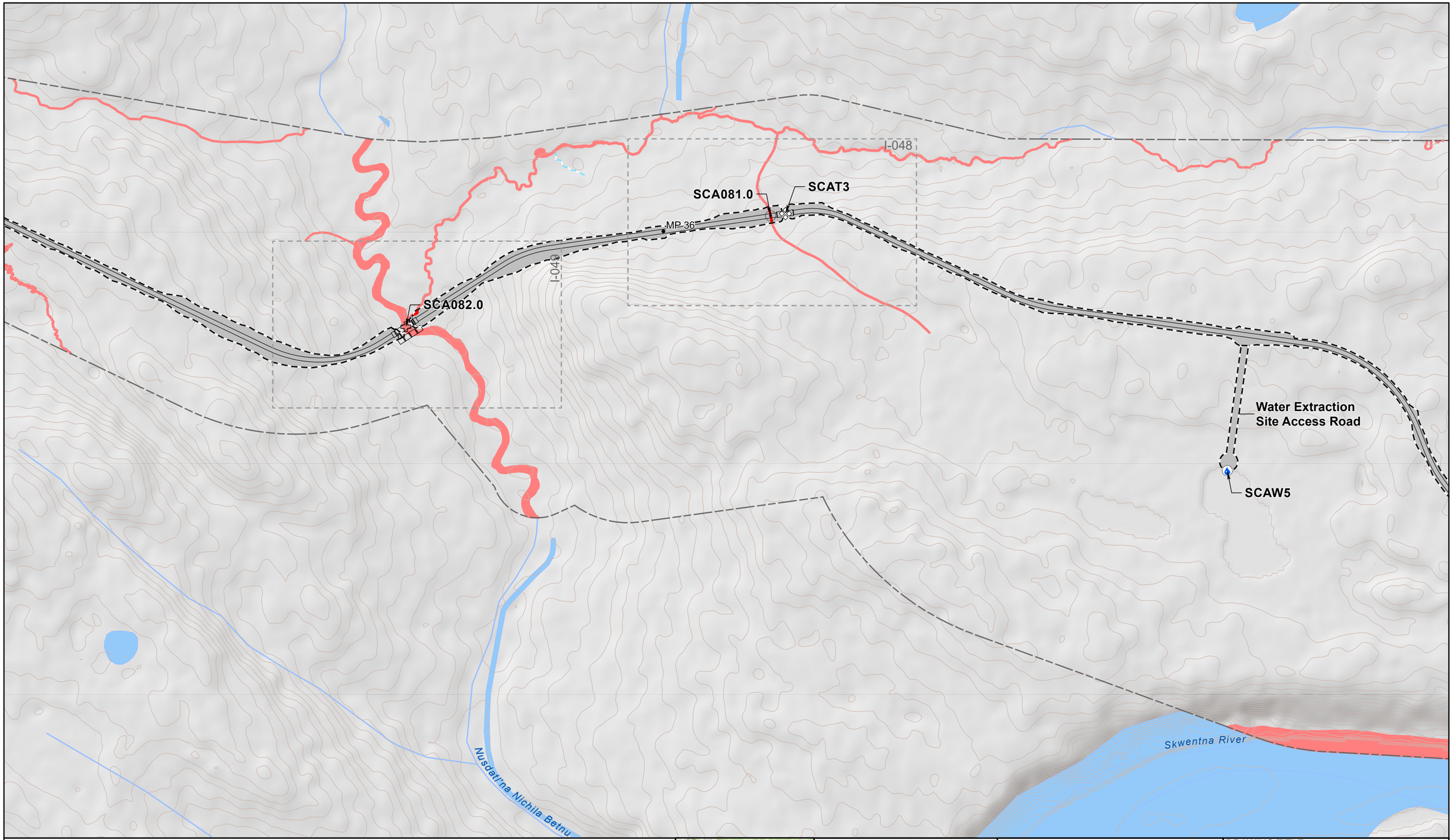
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

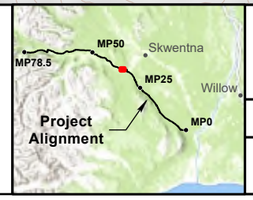
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-023**



- Permanent Disturbance Limit
- Temporary Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Bridge Trail Crossing
- Bridge
- Stream Culvert
- Water Extraction Site
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- USGS Waterbody (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water Impact
- Jurisdictional Wetland and Water
- Intermittent Mapped Stream
- Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

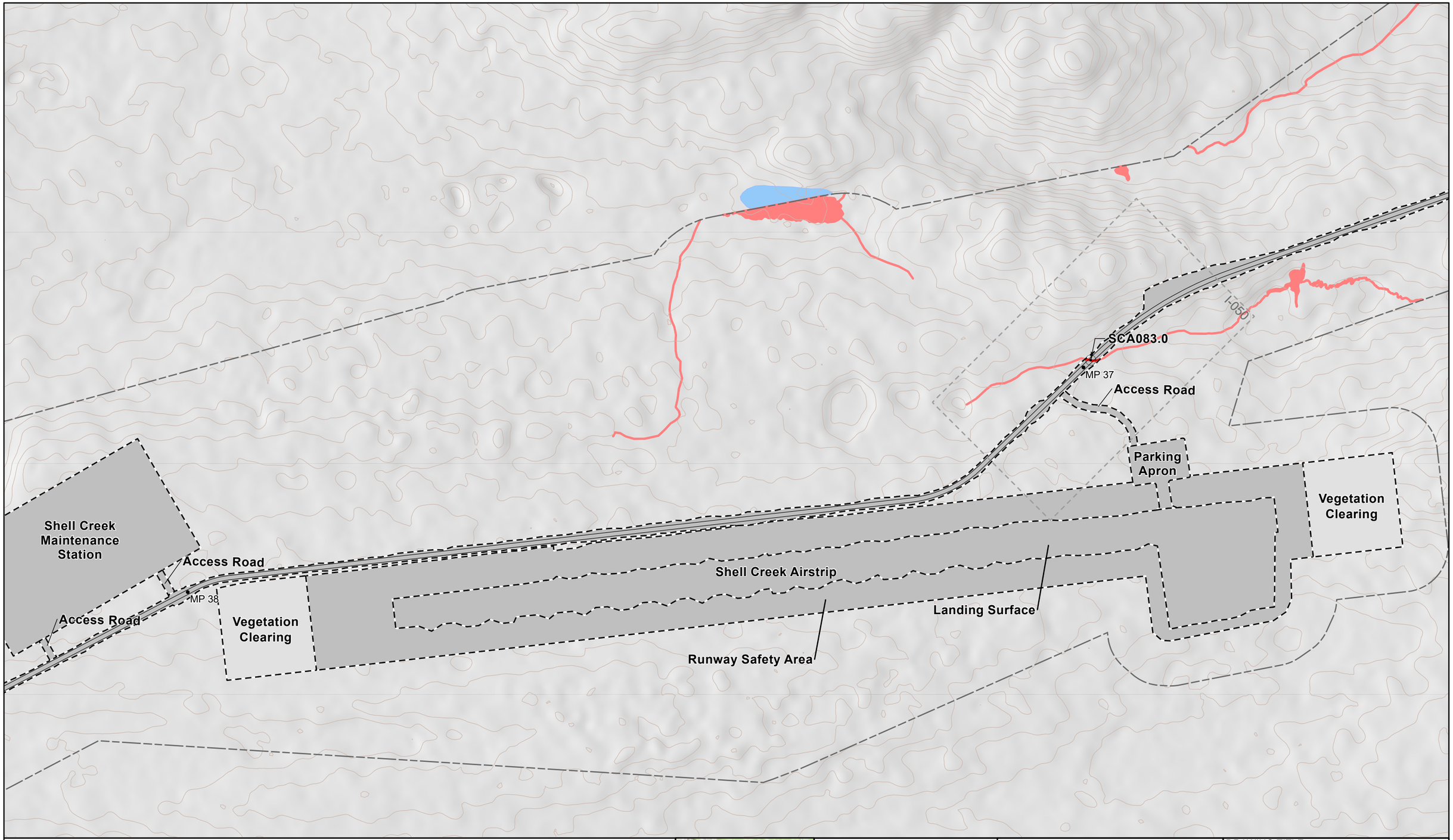
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

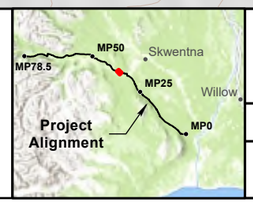
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-024**



Permanent Disturbance Limit
Temporary Disturbance Limit
Project Milepost
Project Design Detail Feature
Stream Culvert
Township Boundary
Section Boundary
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

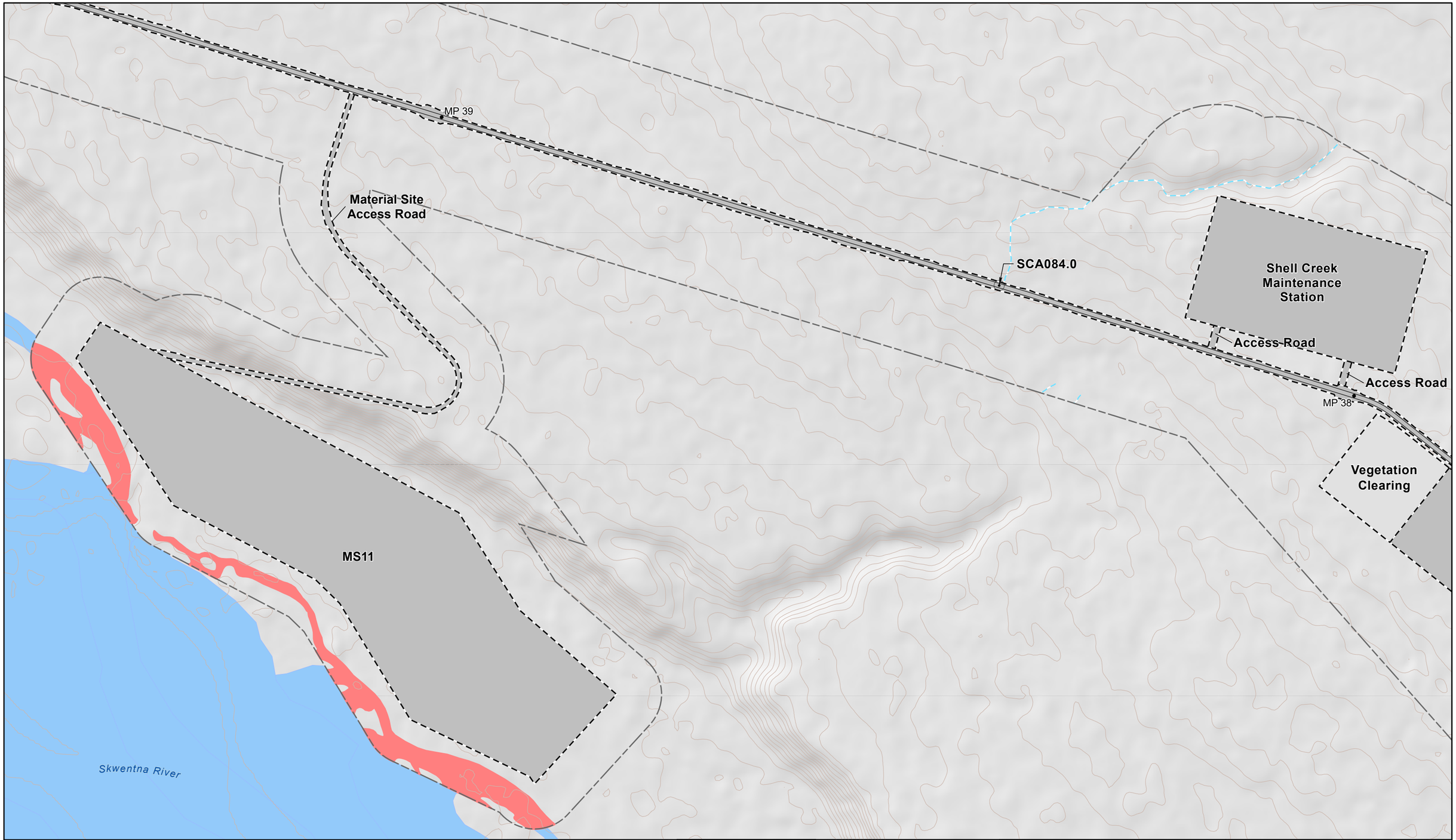
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

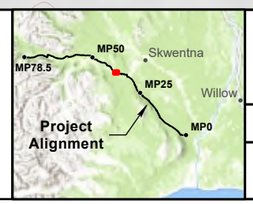
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-025**



- Permanent Disturbance Limit
- Temporary Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Stream Culvert
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- USGS Waterbody (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water
- Intermittent Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

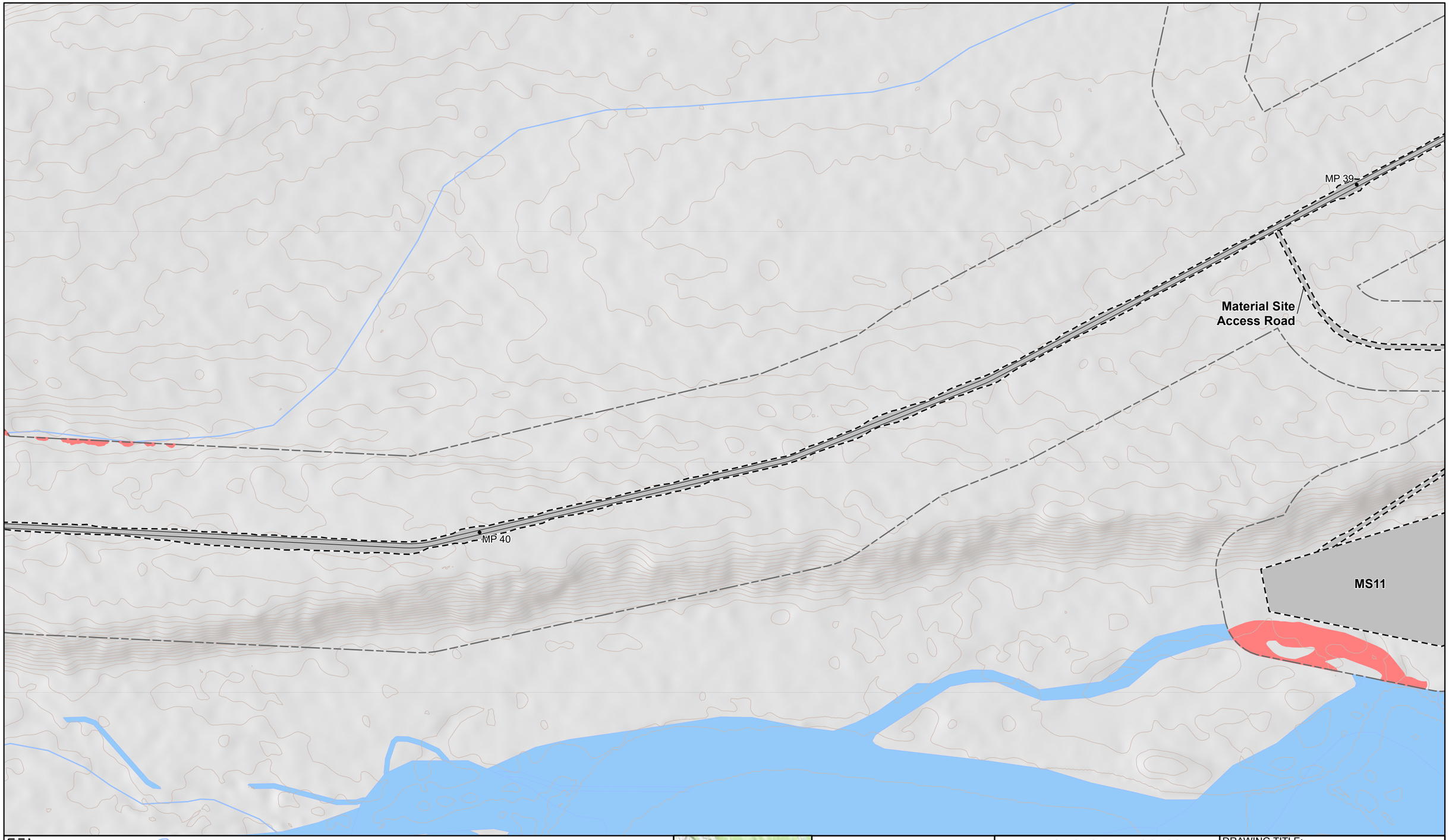
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

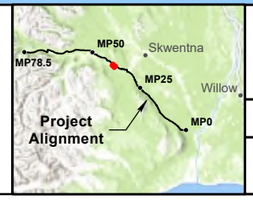
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-026**



- Permanent Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- USGS Waterbody (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-027**

MP 42

SCA086.0

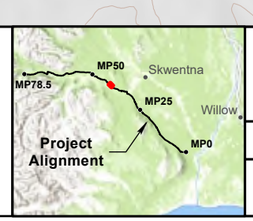
MP 41

I-051

SCAT4

SCA085.0

- Permanent Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- At-grade Trail Crossing
- Stream Culvert
- Fish Passage Culvert
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water
- Intermittent Mapped Stream
- Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

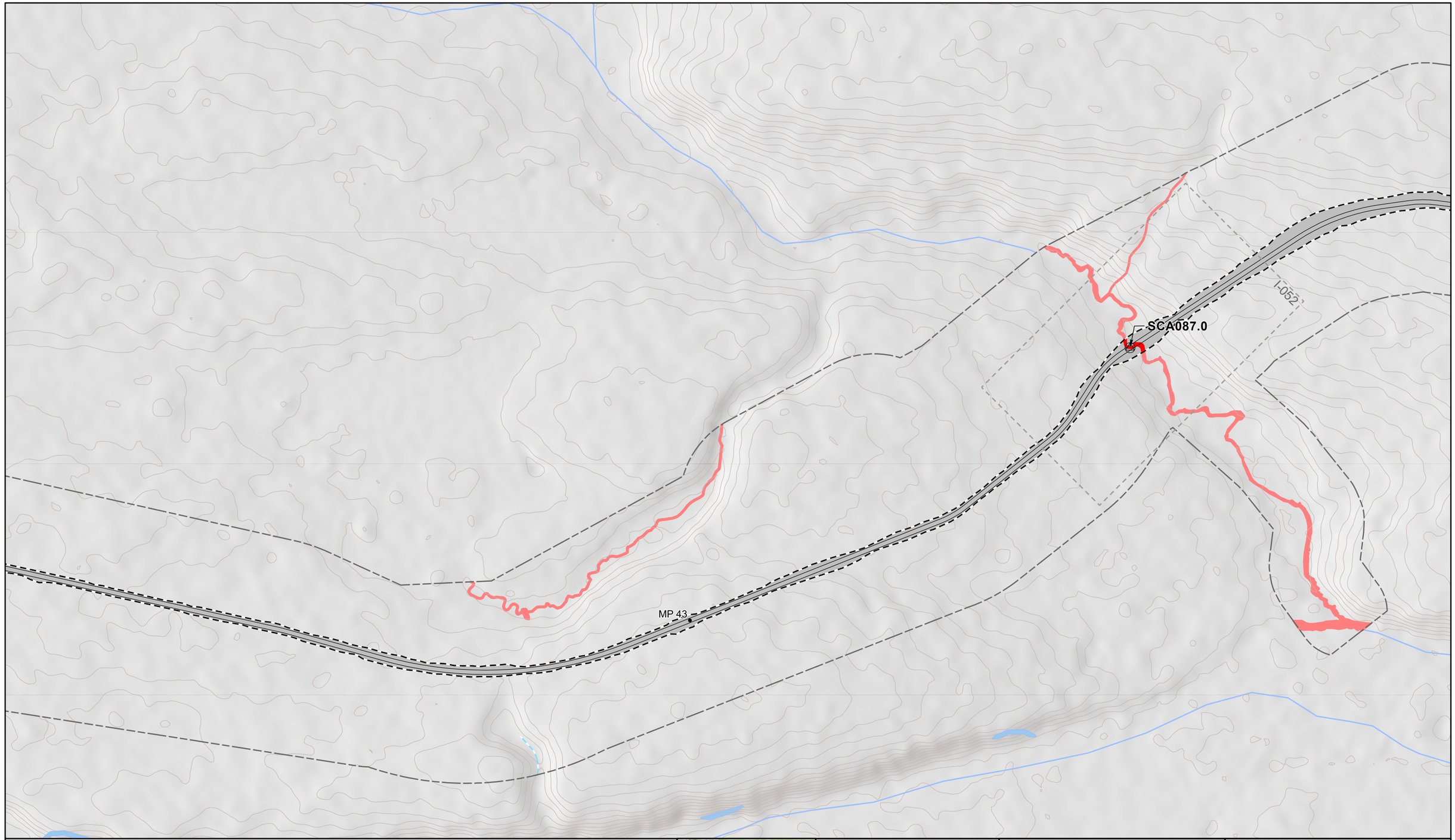
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

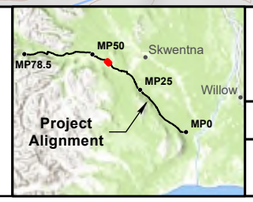
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-028**



- Permanent Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Fish Passage Culvert
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water Impact
- Jurisdictional Wetland and Water
- Intermittent Mapped Stream
- Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-029**

I-053

SCA090.0

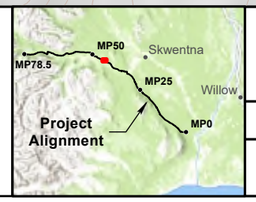
SCA089.0

SCA088.0

MP 45

MP 44

Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Stream Culvert
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

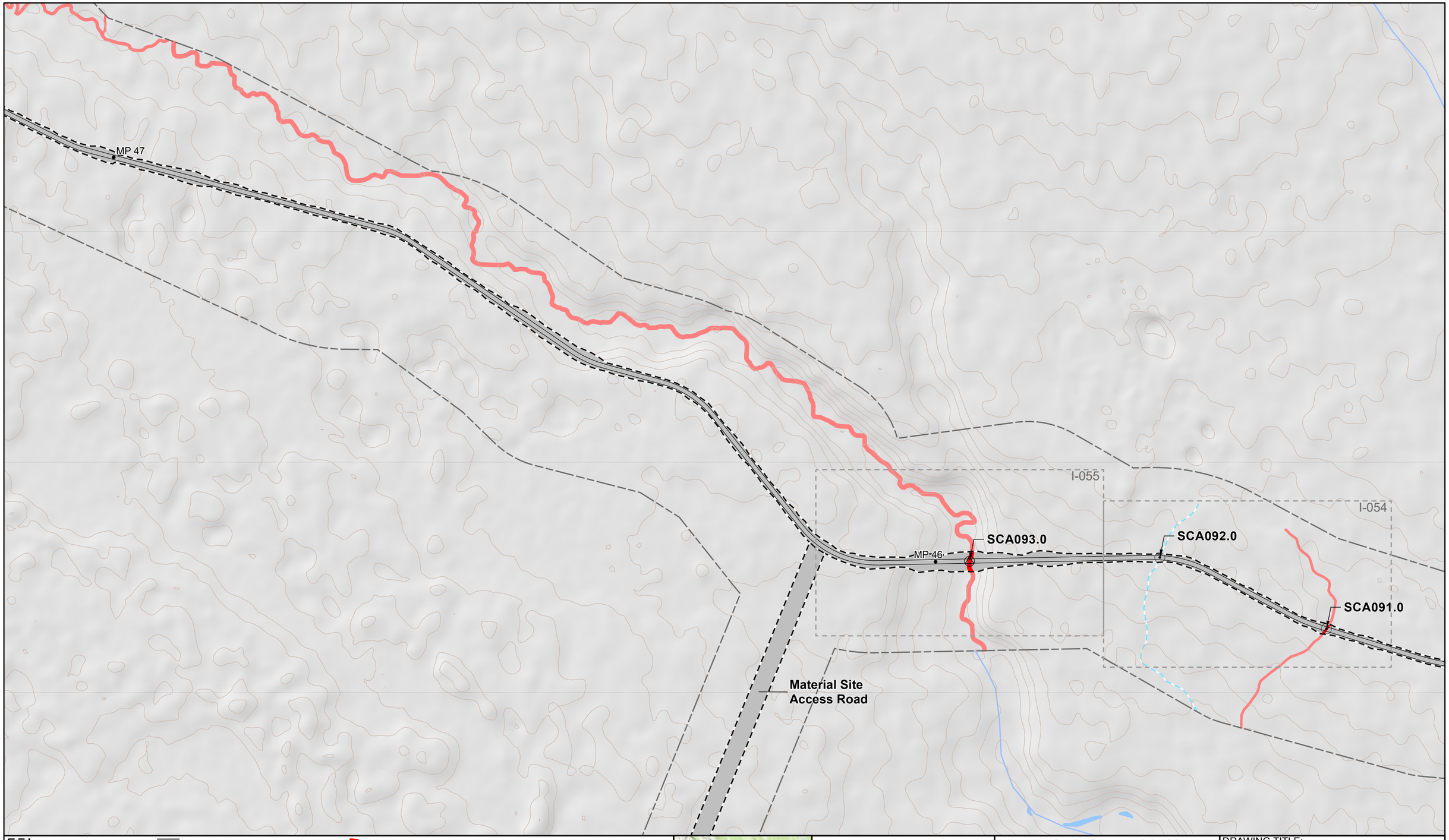
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

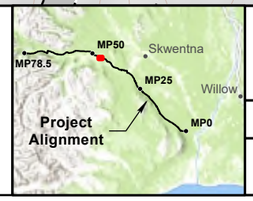
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-030**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Stream Culvert
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-031**

I-054

I-057

I-056

MS12

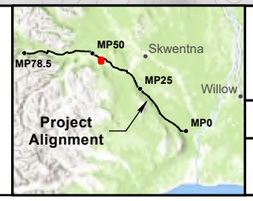
SCA094.0

SCA095.0

Material Site Access Road

Skwentna River

Permanent Disturbance Limit
Project Milepost
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
USGS Waterbody (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

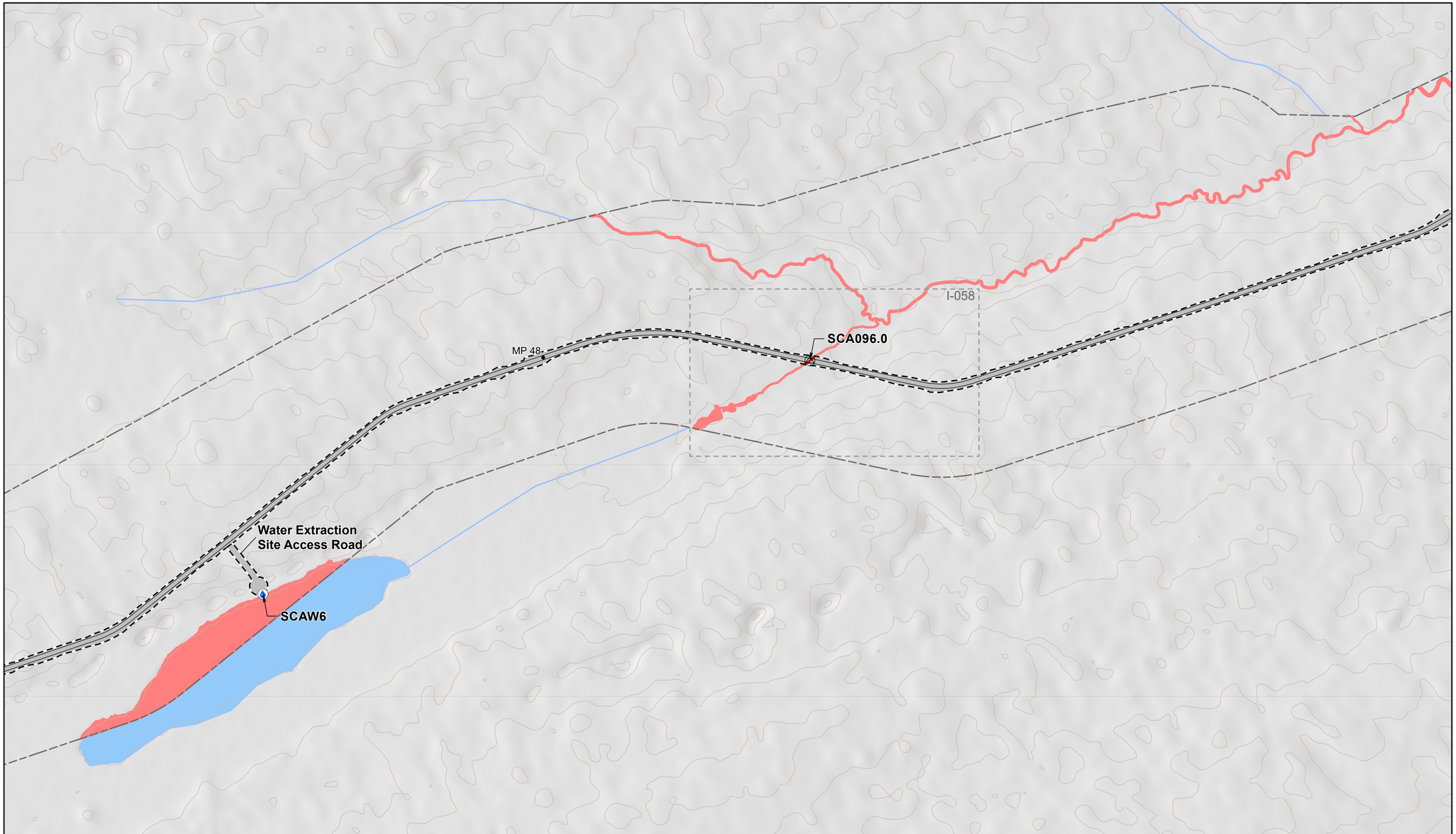
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

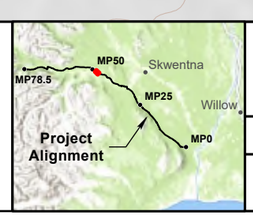
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-032**



- Permanent Disturbance Limit
- Project Milepost
- Project Design Detail Feature
- Fish Passage Culvert
- Water Extraction Site
- Township Boundary
- Section Boundary
- USGS Stream (outside mapping limits)
- USGS Waterbody (outside mapping limits)
- 10' Contour (existing)
- Wetland Mapping Limit
- Jurisdictional Wetland and Water Impact
- Jurisdictional Wetland and Water
- Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

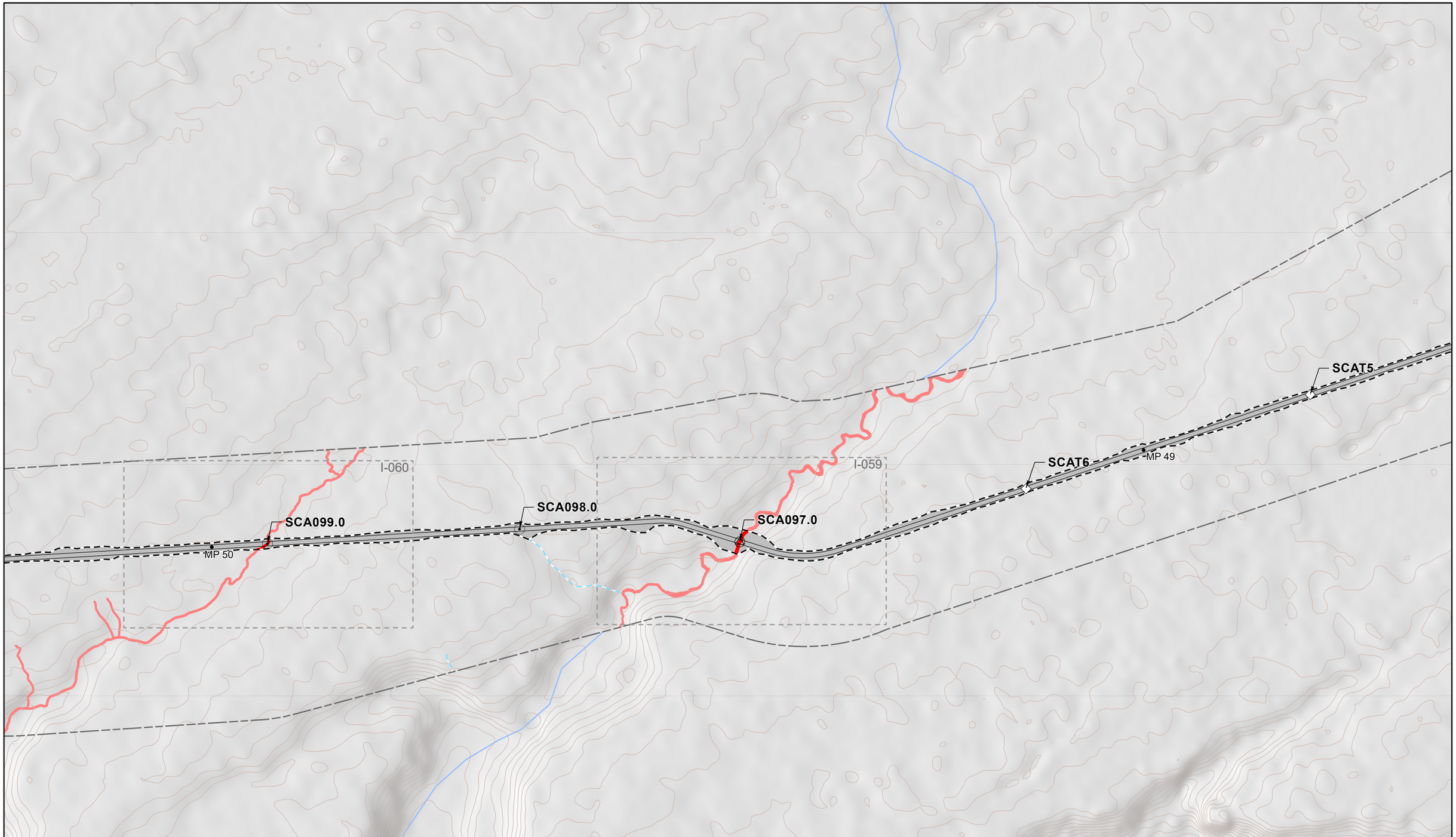
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

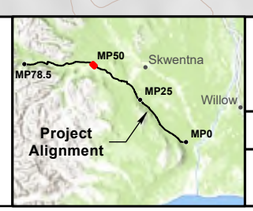
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-033**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
At-grade Trail Crossing
Stream Culvert
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Intermittent Mapped Stream
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

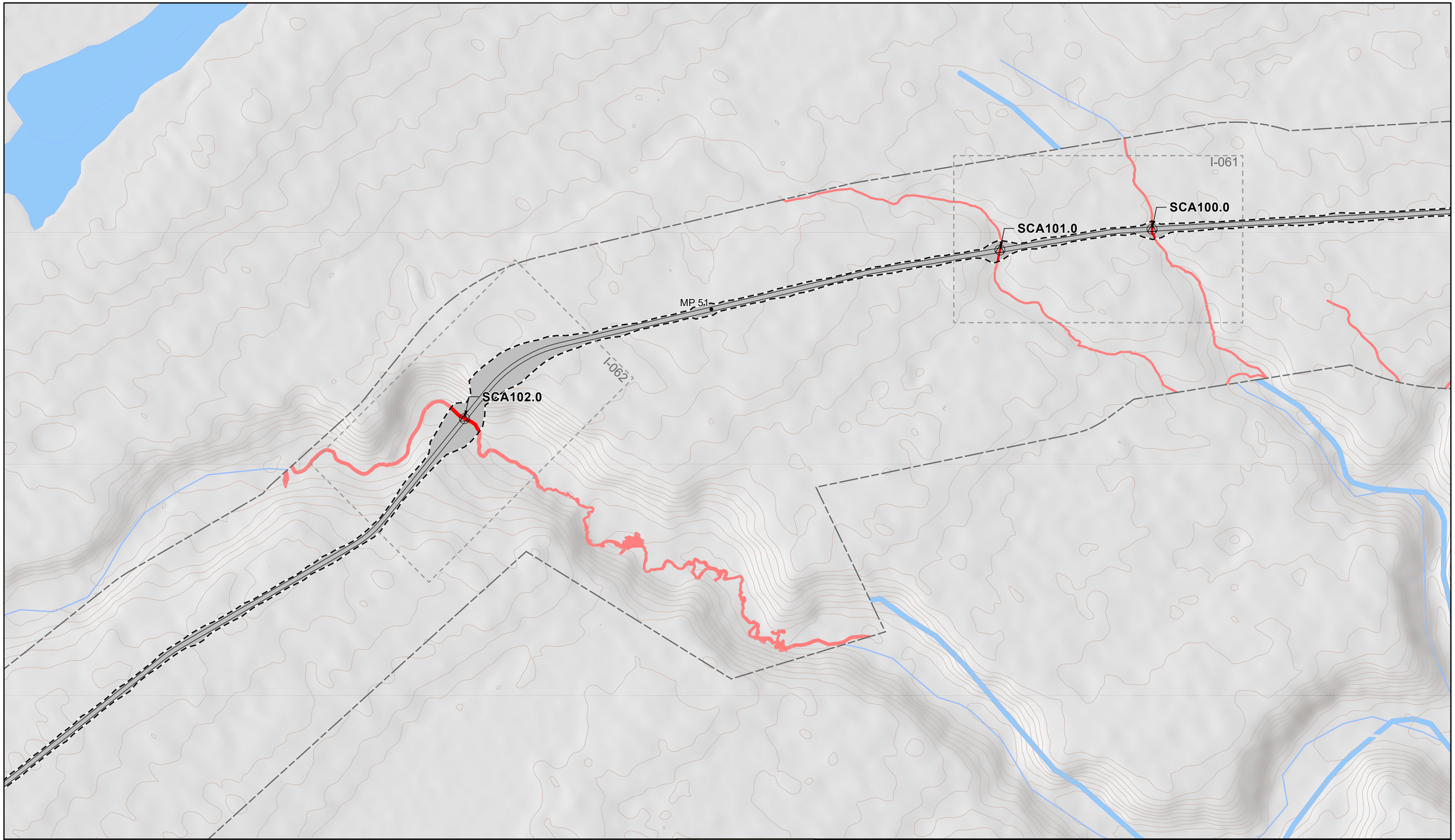
WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

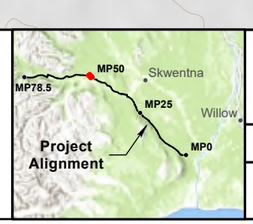
DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-034**



Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Fish Passage Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
USGS Waterbody (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Jurisdictional Wetland and Water Impact
Jurisdictional Wetland and Water
Perennial Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-035**

MP 52

SCA103.0

MP 53

Permanent Disturbance Limit
Project Milepost
Project Design Detail Feature
Stream Culvert
Township Boundary
Section Boundary
USGS Stream (outside mapping limits)
10' Contour (existing)
Wetland Mapping Limit
Intermittent Mapped Stream



0 200 400 600 Feet

1:6,010

NAD 1983 State Plane Alaska Zone 4

WEST SUSITNA ACCESS

APPLICANT: **ALASKA INDUSTRIAL DEVELOPMENT AND EXPORT AUTHORITY**

LAT., LONG. OF PROJECT: **VARIES**

PROPOSED ACTIVITY: **ROAD CONSTRUCTION**

WATERWAY: **SUSITNA RIVER WATERSHED**

FILE NO. **POA-XXX-XXXX**

DRAWING TITLE: **PLAN VIEW ROAD**

DATE: **JULY 2025**

FIGURE NO. **R-036**