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Alaska State Legislature

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POUCH V
JUNEAU, ALASKA 99811
(907) 465-4921

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Senator Paul Fischer
Senator Joe Josephson

Senate Committee on Transportation

MEMORANDUM

TO: Committee Members
FROM: Committee Staff *BC*
DATE: April 19, 1985
RE: SB 240 A Grant to the Kenai Peninsula Borough

The committee will be hearing SB 240 on Monday, April 22, 1985. This bill appropriates \$17,000,000 to the Kenai Peninsula Borough for seven different road projects.

The Department of Transportation has no position on this bill because of its grant provision.

Enclosed in this packet you will find a copy of the bill and a publication from the Kenia Borough on each of the road projects, their status, the steps needed to get to the construction phase and the existing condition.

KENAI PENINSULA BOROUGH'S
ROAD PROGRAM

PREPARED BY:

KENIA PENINSULA BOROUGH
DEPARTMENT OF PUBLIC WORKS

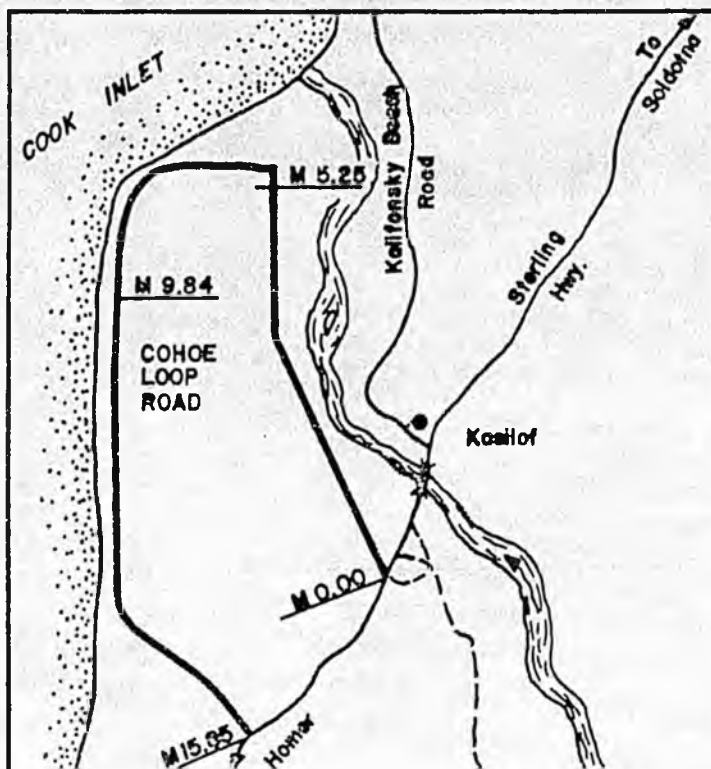
NOVEMBER 13, 1984

WILLIAM CONYERS
BOROUGH ENGINEER

STAN THOMPSON
MAYOR

Revised 2/5/85

COHOE LOOP ROAD (SR 114300)



Cohoe Loop Road
Capital Cost:

\$2.0 million

1983 ADT = 325

Existing Condition: Mile 0.0 (N. Jct Sterling Hwy) to Mile 5.25: Gravelled 32' surface, no shoulders. Mile 5.25 to Mile 9.84: Gravelled 18' surface. Mile 9.84 to Mile 15.85 (end of route - S. Jct Sterling Hwy): Gravelled 24' - 26' surface, 4' - 5' shoulders, recently upgraded.

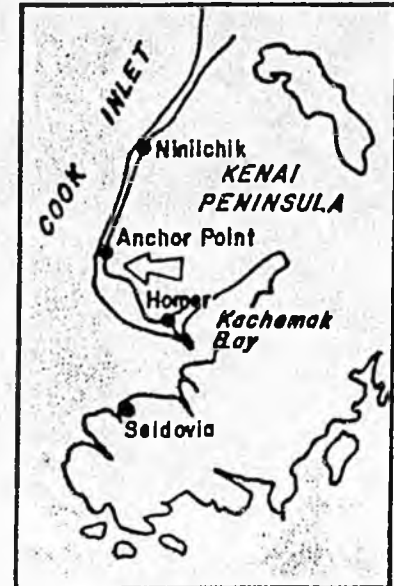
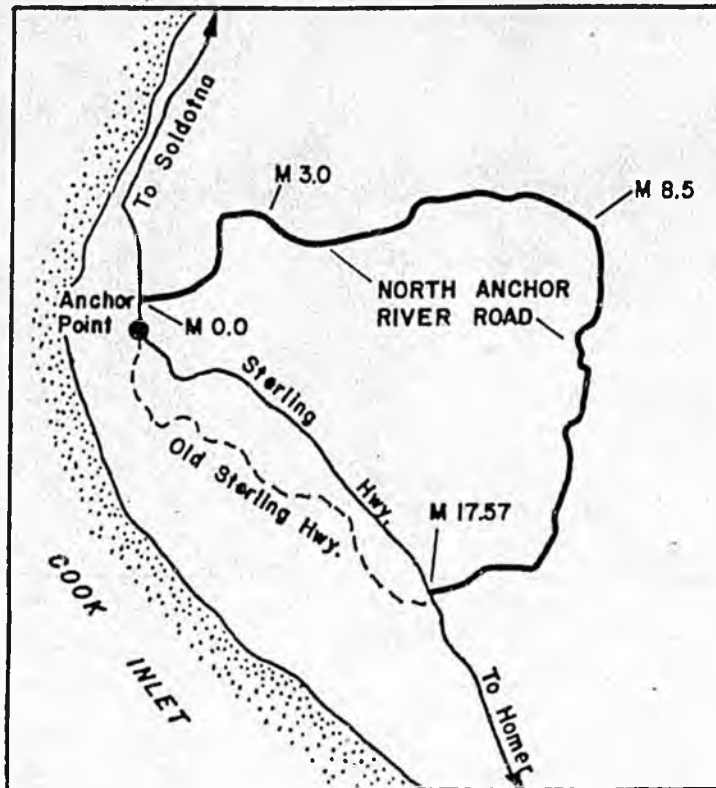
Proposed Physical Improvement: Mile 0.0 to Mile 5.25: Pave to 32'. Mile 9.84 to Mile 15.85: Mile 5.25 to Mile 9.84 - Reconstruct and pave to 32'.

Status: New proposal.

Next Step Prior to Construction: Funding of paving from Mile 0.0 to 5.25 and design from Mile 9.84 and Mile 15.85.

COHOE LOOP ROAD

NORTH ANCHOR RIVER ROAD (SR III800)



N. Anchor River Road
Capital Cost:

\$4.5 million

1983 ADT = 700

Existing Condition: Mile 0.0 (N. Jct Sterling Hwy) to Mile 8.5 (S. Jct Sterling Hwy): Gravelled 20' surface, no shoulders. Overall condition: poor to fair.

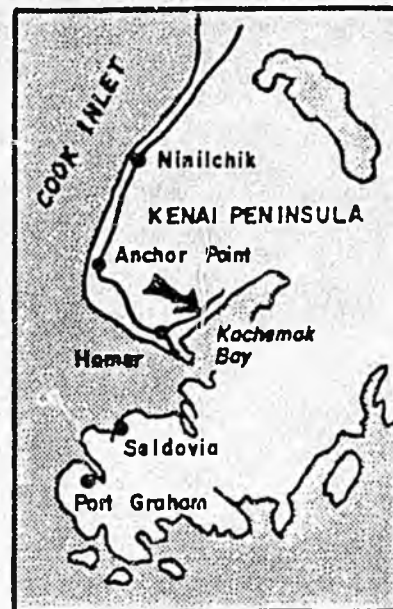
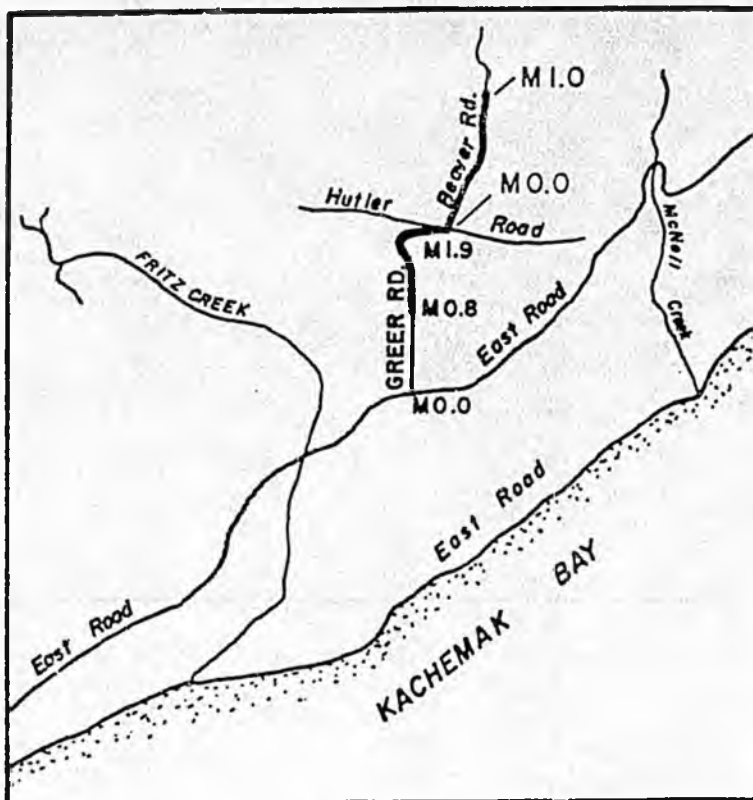
Proposed Physical Improvement: Mile 0.0 to Mile 8.5: Widen, realign, and pave to 32' rural standard. Replace wooden bridge over Anchor River with a steel bridge.

Status: The KPB has funded a \$410,000 design in three phases: Phase I, Mile 0.0 to 3.0; Phase II, Mile 3.0 to 8.5; Phase III, Mile 8.5 to 17.0. The construction of Phase I is underway. The design of Phase II is nearing completion.

Next Step Prior to Construction: Construction funding in the amount of \$800,000 to complete the paving of Phase I. The amount of \$3.7 million for the acquisition of R.O.W. and construction of Phase II.

NORTH ANCHOR RIVER ROAD

GREER ROAD / BEAVER CREEK ROAD (G-11230)



Greer Road
Capital Cost:

\$1.8 Million

1983 ADT = 85

Existing Condition: Mile 0.0 to Mile 0.8, 24 wide gravel road in overall good condition. Isolated problem areas. Mile 0.8 to Mile 1.9 - heavy timbered hillside. No existing road. Beaver Creek Road is a single lane mud road approx. 1.0 Mile long, impassible most of the year.

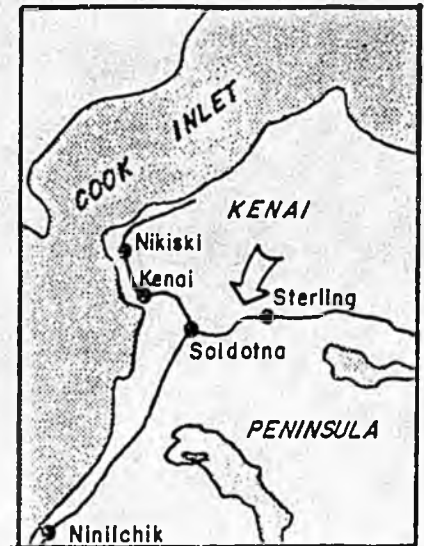
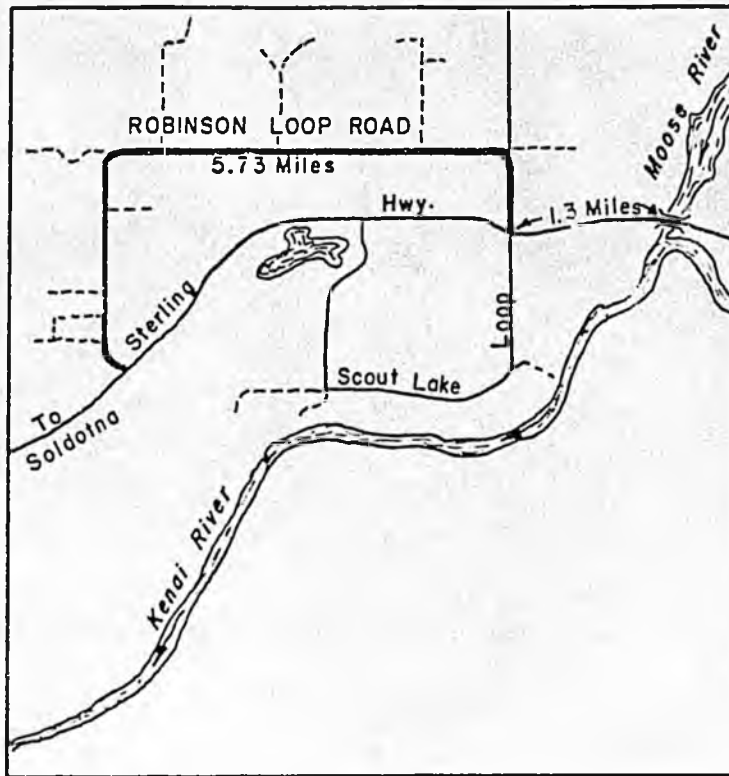
Proposed Physical Improvement: Mile 0.0 to Mile 0.8: Minor improvements and repairs. Mile 0.8 to Mile 1.9 construct new 24' wide gravel road to provide access to Hutler and Beaver Roads. Construct Beaver Creek Road Mile 0.0 to Mile 1.0 to 24' wide gravel road.

Status: The design is complete and the right-of-way has been secured. The utilities have been relocated.

Next Step Prior to Construction: Construction funding.
Design funding for Beaver Creek Road.

GREER ROAD / BEAVER CREEK RD.

ROBINSON LOOP ROAD (SR 118500)



Robinson Loop Road
Capital Cost:

\$2.5 million

1983 ADT = 600

Existing Condition: Mile 0.0 to Mile 5.73: Gravelled 24' surface, no shoulders. Overall condition: Fair with isolated drainage problems.

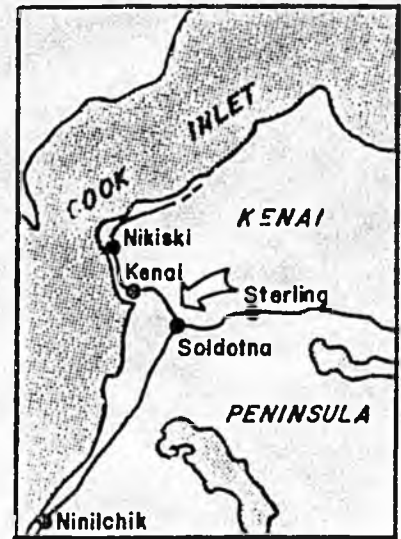
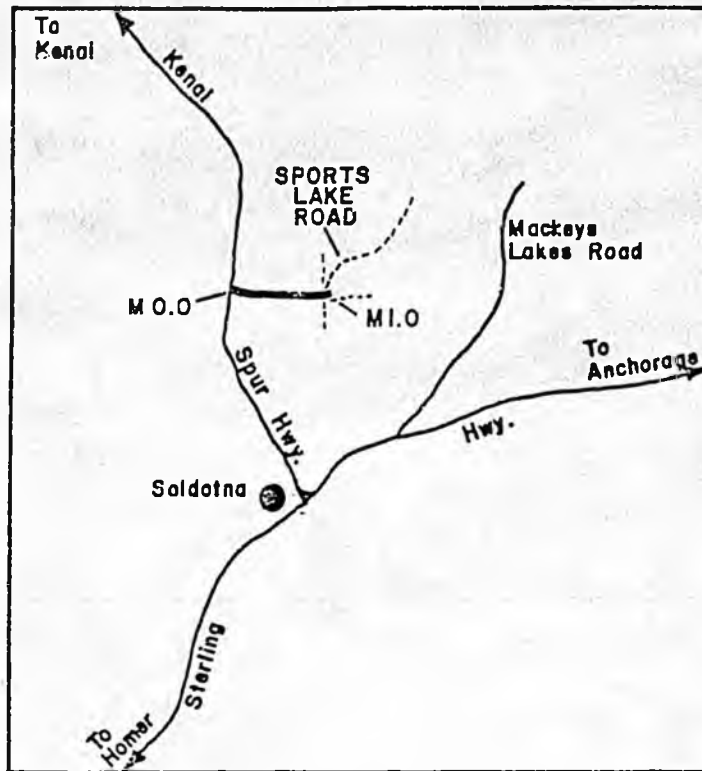
Proposed Physical Improvement: Paved to 32' wide rural standard between Mile 0.0 and Mile 5.73.

Status: The construction of Mile 0.0 to Mile 3.2 is actively underway. The design of Mile 3.2 to Mile 5.73 is nearing completion.

Next Step Prior to Construction: Funding of construction of Mile 3.2 to Mile 5.73.

ROBINSON LOOP ROAD

SPORTS LAKE ROAD (SR 117612)



Sports Lake Road
Capital Cost:

\$2.2 million

1983 ADT = 730

Existing Condition: Mile 0.0 (Jct Kenai Spur) to approx. Mile 1.0, known as "Five Corners": Gravelled 24' surface, no shoulders. Overall condition: fair to poor.

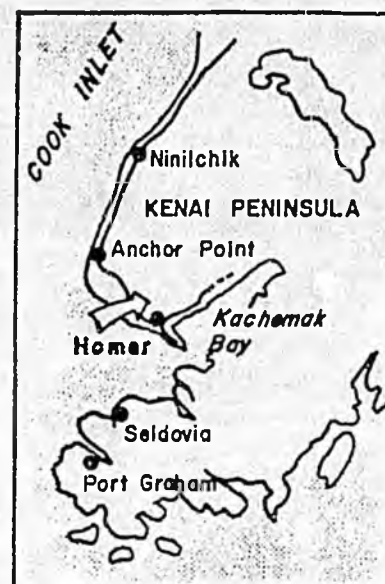
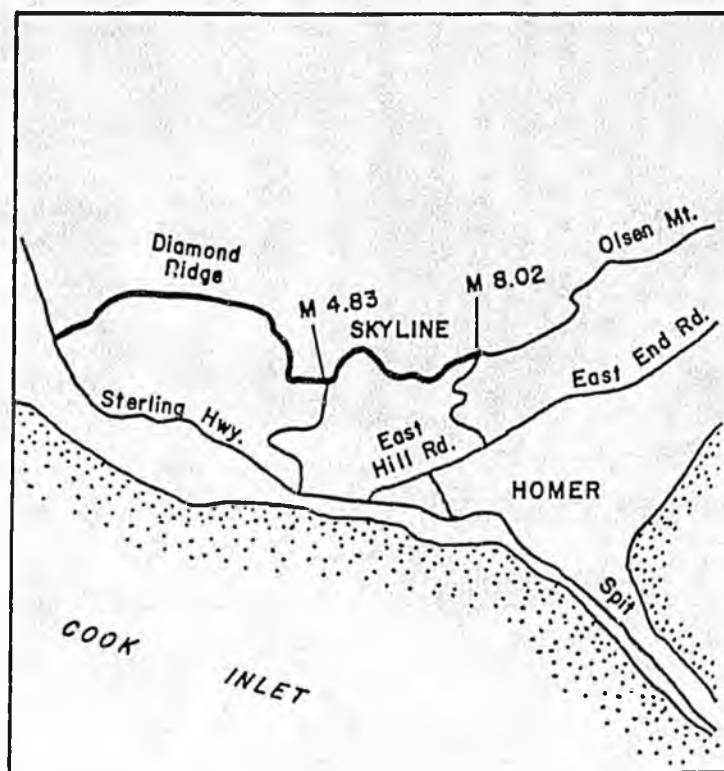
Proposed Physical Improvement: Mile 0.0 to approx. Mile 1.0: Widen and pave to 32' rural standard.

Status: The design is complete, permits have been acquired, right-of-way acquisition is underway.

Next Step Prior to Construction: Construction funding.

SPORTS LAKE ROAD

DIAMOND RIDGE (SKYLINE)/OLSEN MT. ROAD (SR III300)



Diamond Ridge
Capital Cost:

\$2.0 million

1983 ADT = 145

Existing Condition: Mile 0.0 (Jct Sterling Hwy) to Mile 15.81 (end of route): Gravelled 20' surface, no shoulders. Overall condition: poor to fair.

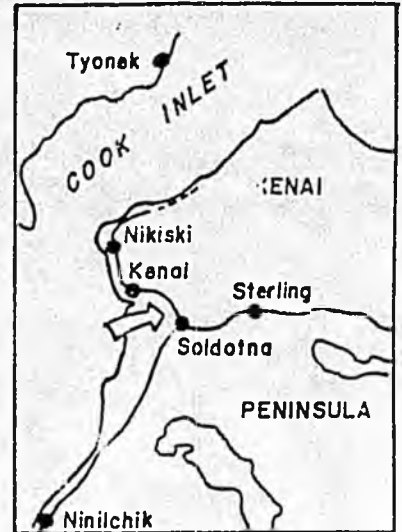
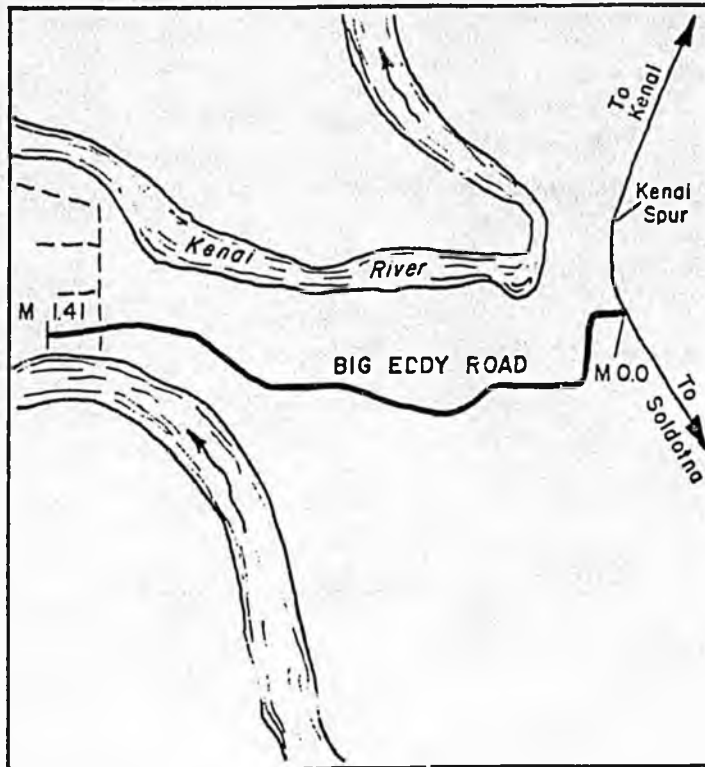
Proposed Physical Improvement: Diamond Ridge (Skyline Drive) Mile 4.83 (Jct West Hill Road) to Mile 8.02 (Jct East Hill Road): Widen and gravel to 28' rural standard. Install guardrails.

Status: The KPB has funded \$68,000 for the design of Skyline Drive between East Hill Road and West Hill Road. The design is complete and right-of-way acquisition is underway.

Next Step Prior to Construction: Construction funding and right-of-way acquisition.

DIAMOND RIDGE (SKYLINE)/OLSEN MT. RD.

BIG EDDY ROAD (SR II7607)



Bid Eddy Road
Phase I
Capital Cost:

\$1.5 million

1983 ADT = 400

Existing Condition: Mile 0.0 (Jct Kenai Spur) to mile 1.41 (end of route): Gravelled 18' - 20' surface, minimal shoulders.

Proposed Physical Improvement: Mile 0.0 to 1.4: Pave to 40' rural standard, improve drainage.

Status: The KPB has appropriated \$30,000 for design and right-of-way acquisition. The design is actively under way.

Next Step Prior to Construction: Final design, right-of-way acquisition and construction funding.

BIG EDDY ROAD