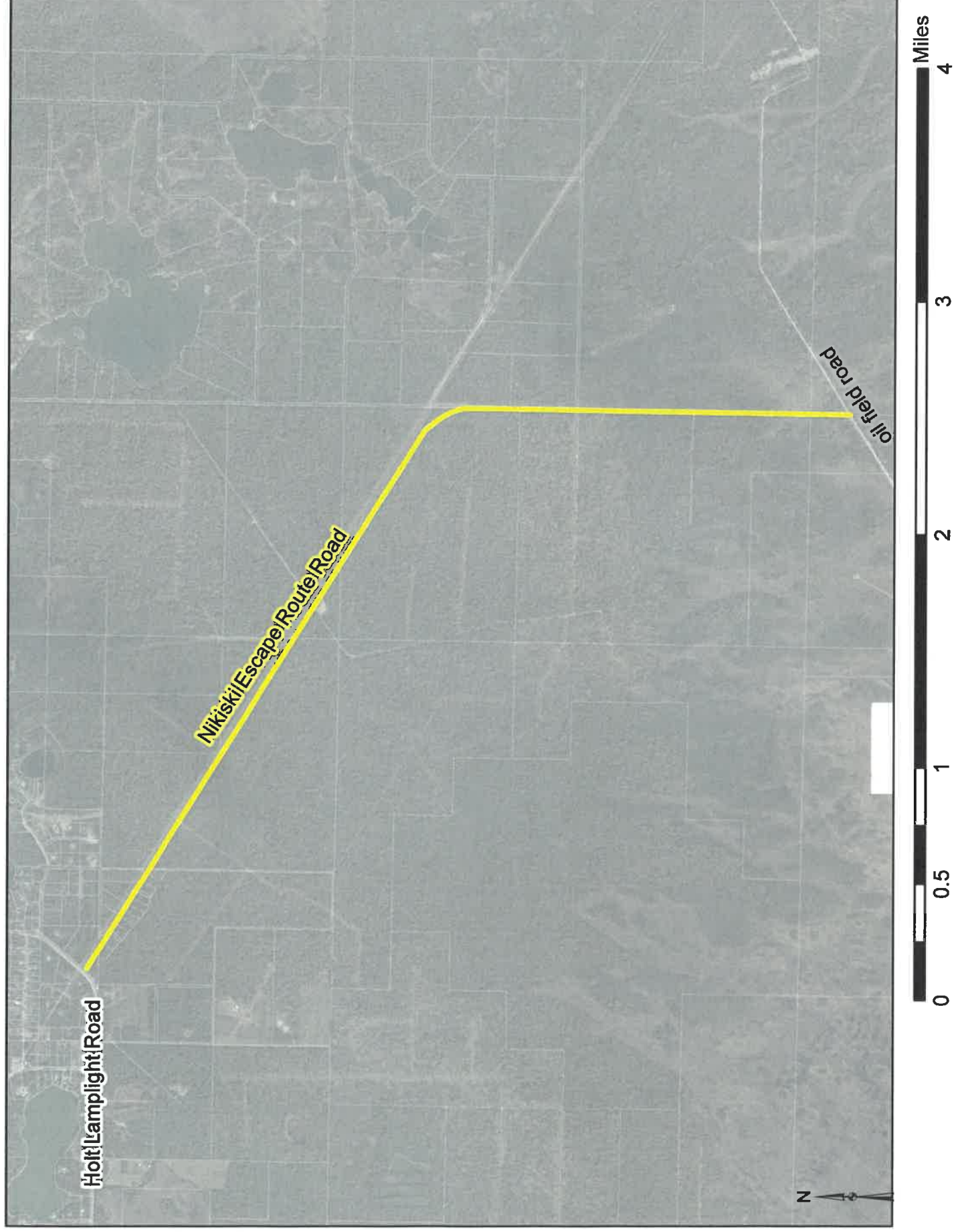


# Nikiski Escape Route



## **SOUTH UNIT 3**

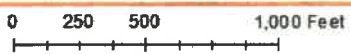
### **Alta Loop**

Alta Loop is approximately 2,930 feet in length and has a 100-foot right-of-way. Alta Loop is a Category II road. The gravel road surface is 26 feet in width and appears to be in good condition. Ditches will need to be reestablished in sections of the road. No speed limit signs were observed.





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### Alta Loop



Date: 11/29/2018



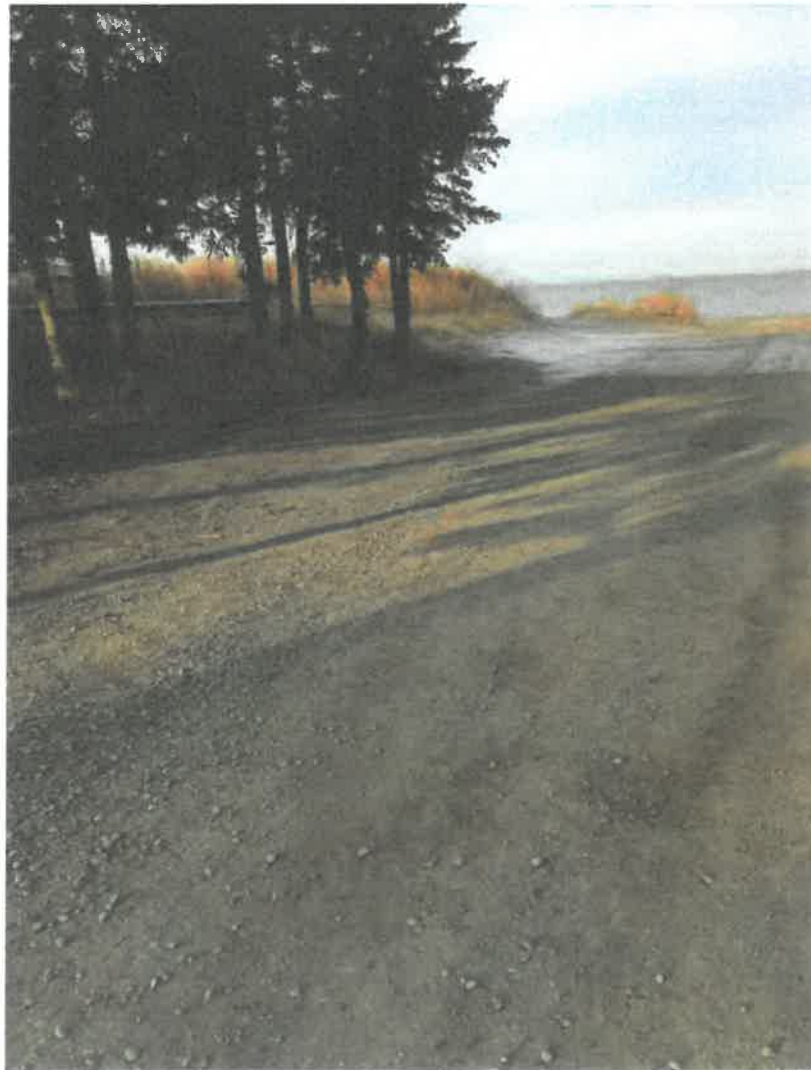
## **Cohoe Beach Rd**

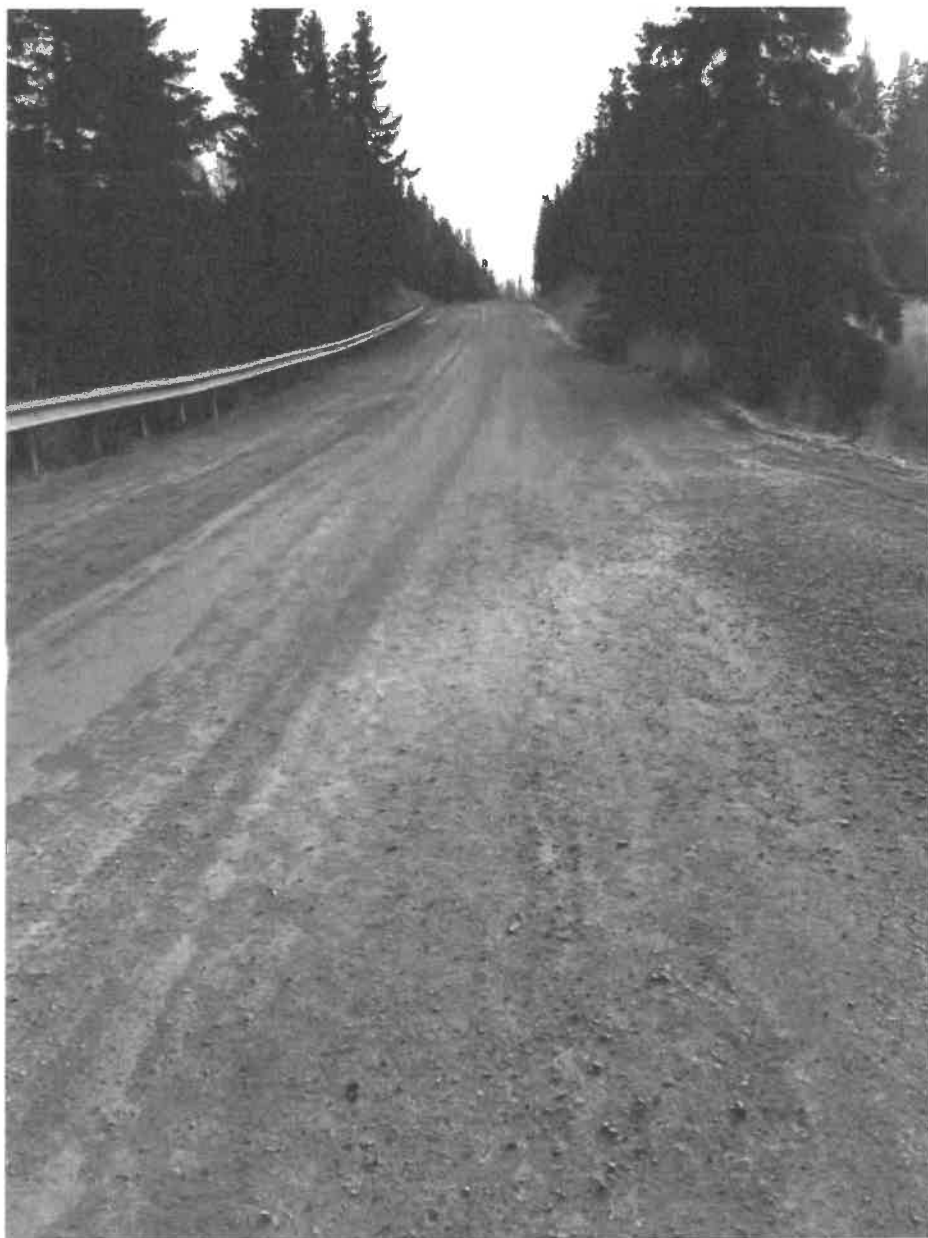
### **West Unit 3**

Cohoe Beach Rd is approximately 3,800-feet long and is located within a 100-foot right-of-way. The first 800-feet is paved and the remainder gravel. The pavement is 24ft wide. The State recently added a gravel/E-1 of the road, but it is unknown what condition the road was in prior to the lift. There is a 90ft wide parking area at the end of the road that can be used as a turnaround for the grader.

Cohoe Beach Rd leads to the Cohoe Beach access. Cohoe Beach Rd would be considered at Category IV road and has considerably high traffic in the summer months. There is a large parking area at the end of the road that is approximately 90-feet wide and 200-feet in length. The parking area would also require maintenance. There is guard rail on a portion of the road and around the parking area that may require repairs and/or future replacement.

One area of concern during the summer months is that this is an access point for the State of Alaska personal use fishery. Vehicles park along the road and in the ROW and create a considerable liability for the grader operator. During the fishery, the need for continuous code compliance will be necessary to keep people from camping in and blocking the road and ROW.





**Cohoe Beach Road**



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0 260 520 1,040 Feet

**Cohoe Beach Road**



Date: 11/29/2018

## **Dolores Dr**

### **NORTH UNIT 4**

Dolores Rd is Category 1 road, has a 100-foot right-of-way, and is approximately 1,000-feet long. Dolores Rd was paved August 2017. The pavement is 24-feet wide. The initial paving job looks good. The road has good ditches and proper drainage. The brush is trimmed back. There are a total of 7 cracks that have been crack sealed at some point this summer. The asphalt appears to have heaved at one of the cracked locations. It is unknown what the condition of the road was prior to paving. See pictures from inspection.











THE INFORMATION ON THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE CITY OF SAN JOSE DOES NOT WARRANT THE ACCURACY OF THIS INFORMATION.

0 180 320 640 Feet

**Dolores Drive**



Date: 11/29/2018

## Marhenke St

### NORTH UNIT 4

The state section of Marhenke St is a Category 4 road, has a 65-foot right-of-way, and is approximately 1,200 ft. In 2017, the state ditched and paved Marhenke St. The pavement is 24-feet wide. The road was striped after paving and all culverts have blue carsonite markers. All of the ditches look great. The culverts and drainage also looks good. The cross culvert is perfectly round and is not crushed in any way. The road has two cracks. One was sealed this summer. This road appears to have held up well in the last year. It is unknown what the condition of the road was prior to paving. See pictures below.









## **MURRAY LN**

### **CENTRAL UNIT 10**

Murray Ln is approximately 2,750-feet long and has a 100-foot ROW. Murray Ln is a Category IV road. In 2016, the State paved all of Murray Ln. The pavement is 22-feet wide with a one-foot gravel shoulder. The pavement appears to be in good condition. It is unknown what the condition of the road was prior to paving.



## **LONGMERE WAY**

### **CENTRAL UNIT 10**

Longmere Way is (approximately) 1,750-feet, has 60-feet of ROW and would be considered at Category III road since it has an alternate access leading to the Sterling Highway. The State of Alaska Fish and Game maintains a paved public boat launch located off of Longmere Way. In 2016, the State paved all of Longmere Way. The pavement is 22-feet wide with a one-foot gravel shoulder. The pavement appears to be in good condition. It is unknown what the condition of the road was prior to paving.





## **LAKESHORE DR**

### **CENTRAL UNIT 10**

Lakeshore Dr is (approximately) 2,500-feet long, has 60-feet of ROW and is located within a residential neighborhood. Lakeshore Dr would be considered at Category IV road. In 2016, the State paved all of Lakeshore Dr. The pavement is 22-feet wide with a one-foot gravel shoulder. The pavement appears to be in good condition. It is unknown what the condition of the road was prior to paving.

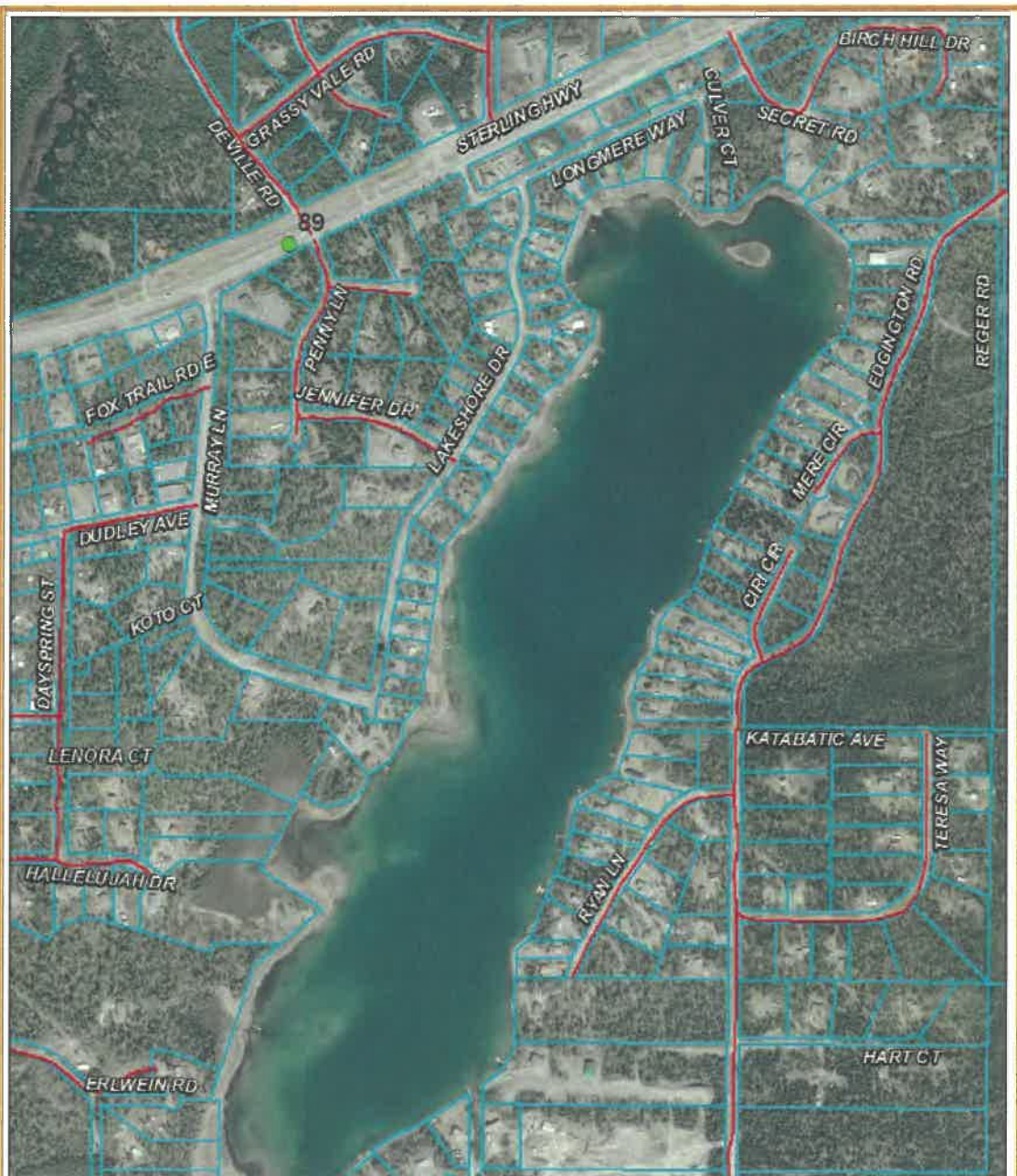


## **SECRET RD**

### **CENTRAL UNIT 10**

Secret Rd is approximately 600-feet long and has 60-feet of ROW. With the amount of traffic and lots served, Secret Rd would be classified as a Category III road. The State has always maintained the first (approximate) 225-feet of Secret Rd to where it intersects with Longmere Way. The RSA maintains the remaining 375-feet which connects to two roads maintained by the RSA. In 2016, the State paved the first 225-feet of Secret Rd. The pavement is 22-feet wide with a one-foot gravel shoulder. The pavement appears to be in good condition. It is unknown what the condition of the road was prior to paving.





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0 310 620 1,240 Feet

**Longmere Way - Lakeshore Dr**  
**Secret Rd - Murray Ln**



Date: 11/29/2018



## **Pollard Loop Road**

### **West Unit 1**

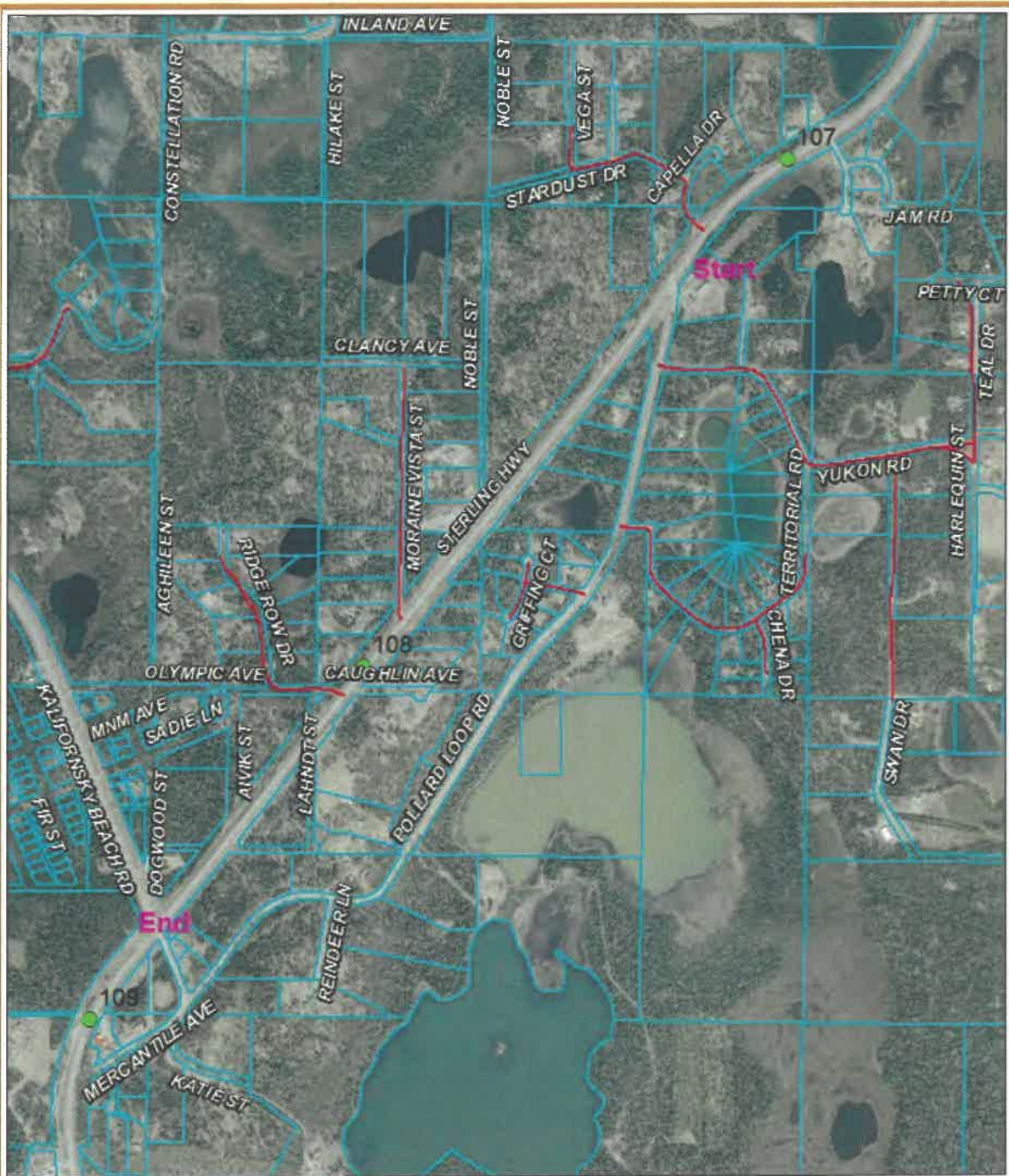
Pollard Loop is approximately 1.5 miles long and between 25 and 29-feet wide. The State recently added a gravel/E-1 lift. The right-of-way varies between 60 and 100 feet.

The road currently needs ditching in certain areas and signage on specific corners and hills. The borough maintains several roads directly off of Pollard Loop.

It is unknown what condition the road was before the gravel lift.







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0 487.5 975 1,950 Feet

### Pollard Loop Road



Date: 11/29/2018