

# Kenai Peninsula Borough North Road Extension Advisory Task Force

## Summary Report

### 1. PUBLIC NEED:

- a. Residents and property owners within the Gray Cliff Subdivision and Moose Point Subdivision (GCS&MPS) have long requested improved safe access to their properties
- b. Property taxes have been collected on GCS and MPS parcels for 40 years with sub-standard and unsafe access to what the taxes are purposed for, e.g: fire and emergency services, road services, and community safety
- c. Access is currently limited to off-road vehicles (ORVs) and by foot. Access is limited by the season and time of day. Access is limited daily when property owners look to bypass some of the more impassable areas by traveling along the beach of Cook Inlet during periods of low tide and then traveling up Jacob's Ladder or near the MPS pig station. Beach access is used to avoid various areas of the Kenai Spur Highway (KSH) extension because of the wetland/swampy areas where ATVs can get stuck, especially past Otter Creek (end of improvement 2022). Access is limited seasonally when all-terrain vehicles (ATVs) or ORVs traverse through the wetlands, turning the areas into impassable mud holes, limiting consistent access to when the ground is frozen
- d. Emergency response to residents and property owners in the GCS&MPSs is limited to what can be accessed via ATVs, ORVs, and Helicopter Medevac. By completing the KSH extension, emergency response to residents, visitors and property owners in the GCS&MPSs will be greatly improved. Options for emergency staging areas will improve response capabilities for rescue, evacuation, and forest / wildland firefighting
- e. ORVs/ATVs are currently using the utility easement in close proximity to the high-pressure petroleum transmission pipelines (HPTP), this close proximity creates risk of an ORV/ATV losing control and crashing into the pipeline. Development of the KSH through GCS&MPS is necessary to mitigate risk of accidental impacts with the HPTP
- f. Environmental impacts of present egress to and from these subdivisions is severely damaging to several anadromous stream crossings, beach accesses, and road right of ways. Improvements to these crossings and beach accesses are immediately necessary to mitigate any further damage or erosion to the natural resources in the area
- g. Though there used to be 16 children in the MPS there are presently 2 school-aged children living in the MPS and 2 living in GCS. There are other families with young children who are looking to move into the area. Extending the KSH would allow better educational access to present and prospective children as well as encourage new families to move into and develop their properties

- h. There exists 1000's of acres of National Wildlife Refuge and 8000 plus acres of Borough land that becomes more accessible with an improved road through the area providing for increased access to recreational, sport, and commercial use of the region.

## 2. SCOPE OF WORK:

- a. Extending the KSH through GCS&MPS with a terminus as close to Point Possession as project funding will allow past Seven Egg Creek with a 24' wide road bed, with periodic pull outs OR a road bed matching the existing extension from Captain Cook Park
- b. Provide for human and environmental safety and health through improvement of beach accesses, repair Lief Creek bridge, place and construct erosion control for bridges across Bill Besser Creek and Seven Egg Creek
- c. Expansion of road infrastructure to include staging areas for emergency vehicles and safe public egress
- d. Construction of more pull-outs in low visibility areas for road safety purposes
- e. Other road improvements to ensure compliance with KPB Ord. 14.06 (Road Construction Standards)
- f. Install, repair, maintain, upgrade and/or otherwise improve identified anadromous stream crossings
- g. Solid waste transfer facility installation near Otter Creek "staging pad" (presently the end of the new gravel extension)

## 3. FINANCIAL NEEDS ANALYSIS:

### 3.1 Cost projections: Total Estimated Amount = \$24,616,000

- a. Developed road bed of 24' wide gravel with environmental barriers, culverts and erosion controls OR a road bed matching the existing extension from Captain Cook Park: ~ \$200.00 per linear foot (LF) or @ \$1,056,000 per mile Estimated LF / Miles of new road bed: @ 52,800 LF or 10 miles totaling \$10,560,000
- b. Develop an Environmental Assessment (EA) and Army Corps of Engineers (ACOE) permits sufficient to provide State Dept. of Transportation and Public Facilities (DOT&PF) with an engineered plan that will also maintain compliance with Federal Clean Water Act (FCWA). Estimated costs: \$2,000,000
- c. Develop improvements to beach accesses to allow safe public egress, avoid/improve pipeline crossings where practical or necessary, erosion mitigation, and environmental conservation. Estimated costs for permitting and development: \$2,000,000

- d. Develop improvements to the KSH extension to allow emergency vehicle staging areas to include helipads or other practical emergency & disaster preparedness response pads. Estimated costs: \$3,000,000
- e. Develop improvements to identified areas of environmental concern such as anadromous stream crossings, parallel traffic to streams and swamps, areas where pooling may cause road washouts, dust mitigation and ecological conservation of protected wildlife (eg. eagle nests, salmon spawning areas). Estimated costs: \$2,000,000
- f. Roadbed improvements ancillary to the main road to provide for more pull-outs to improve visibility and safety of passing vehicles year round. Estimated costs: Approx 1 mile (cumulatively) of road bed expansions / pull-outs: \$1,056,000
- g. Other improvements to main road extension that will more adequately ensure compliance with KPB Ord. 14.06, State & Federal road standards. Estimated costs: \$1,000,000
- h. Development of an unmanned solid waste transfer facility near Otter Creek staging area (currently the end of the improved KSH). Estimated costs: \$2,000,000
- i. Installation of signage designating staging areas, beach accesses named Jacob's Ladder, pig-trap, MP drive, Corky-Yaeger access, stream crossings, pipeline crossings, and other important ROW safety signage appropriate to SOA-DOT&PF regulations. Estimated costs: \$1,000,000

### **3.2 Funding Sources:**

- a. Bridge for Bill Besser Creek and 7 Egg Creek available through Kenai Peninsula Economic Development District (KPEDD) Executive Director, Tim Dillon
- b. Federal Government Infrastructure Funding
- c. State Capital Improvement Requests (DOT&PF)
- d. The Rural Surface Transportation Grant Program (RURAL)
- e. National Coastal Wetlands Conservation Grant Program
- f. Bureau of Land Management (BLM) Alaska Fuels Management and Community Fire Assistance
- g. Emergency Management Performance Grant Program (FEMA/DHS)
- h. Denali Commission Program Grants
- i. Surface Transportation Block Grant Program

- j. KPB in-kind donations such as ROW and gravel materials
- k. KPB direct capital allocations through ordinance or bonding
- l. KPB-FSAB or RSAB grants or other funding allocations
- m. River Center grants through KPB Ord. 21.18 or KPB Ord. 21.06
- n. Community partners interested in project development such as O&G firms, Native Corporations or Nations, private individuals or Trusts
- o. Environmental conservation groups interested in helping to preserve existing ecology and mitigate human impacts such as the Kenai Watershed Forum, Alaska DEC, or US / AK Dept. of Fish and Game
- p. Other sources as identified by future stakeholders such as new grant opportunities, cooperative plans with KPB Emergency and Disaster planning, cooperative plans with KPB Resilience and Security Advisory Commission

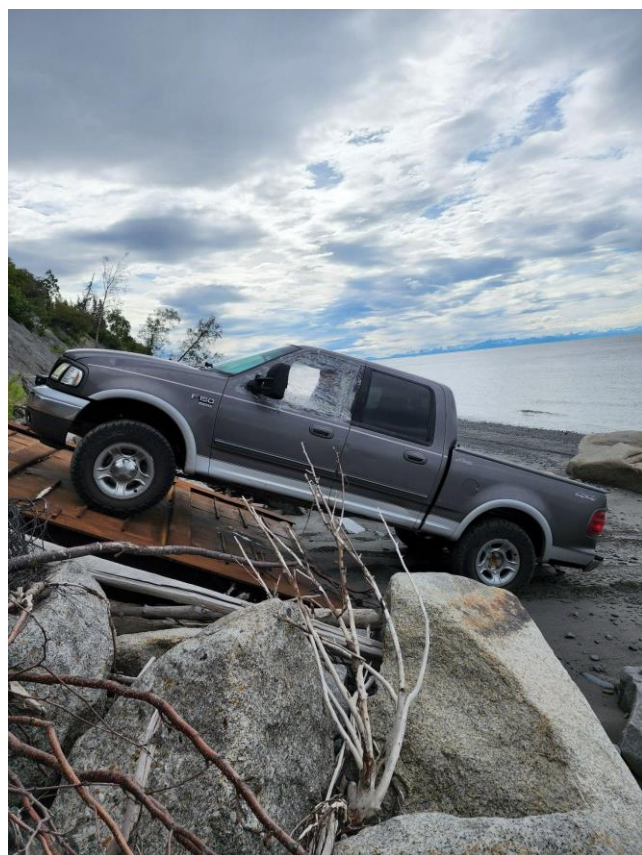
#### 4. COMMUNITY SUPPORT:

- a. History of public meetings and their outcomes
- b. Record of petition of interested parties in developing more land from the KPB land bank, in re: Point Possession
- c. Record of various government agencies over the years providing for support and funding of extending the KSH past Capt. Cook State Park
- d. Letters and comments from community organizations in support of extending the KSH such as KPEDD and the Nikiski Community Council
- e. Voting record of advisory boards, RSA board and KPB Assembly
- f. Public comments and feedback after mail-out and request for public surveys
- g. Letters from Don Young's US Congressional Office in support and previous and continued funding of extending the KSH
- h. Support from US Senators Murkowski and Sullivan regarding federal infrastructure funding for needed projects  
For instance: <https://www.murkowski.senate.gov/issues/issues-and-priorities/infrastructure>  
and <https://www.sullivan.senate.gov/newsroom/press-releases/sullivan-statement-on-bipartisan-infrastructure-package>

#### 5. TASK FORCE RECOMMENDATION: APPROVE PROJECT **Addendum - Pictures - References**



MPS - Pig Station / Beach Access / Helipad



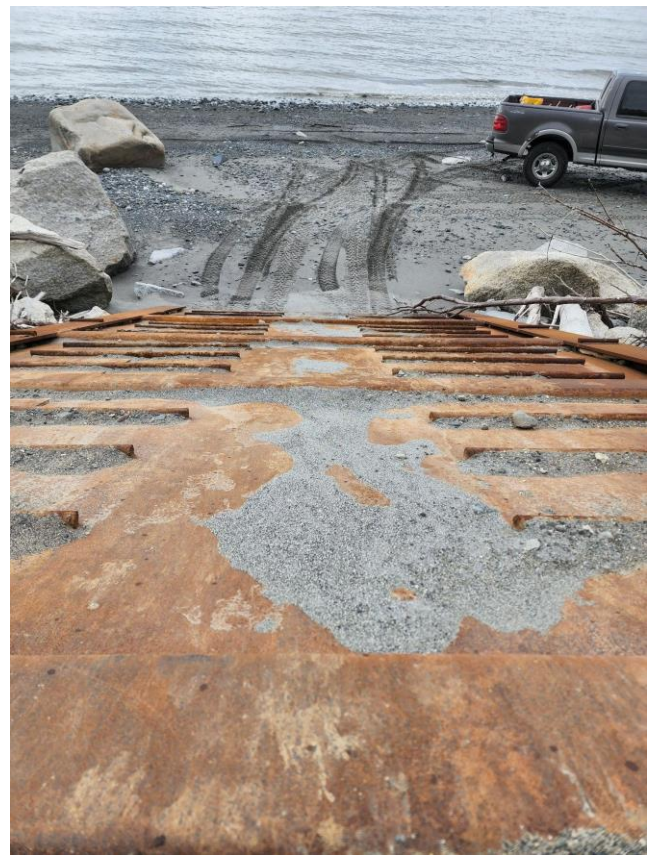
Current beach access at Pig Station, Moose Point, vehicle to show angle



Top of current beach access at Pig Station, unsuitable for most vehicles



Current beach access at Pig Station, ramp is estimated 45° angle



Current beach access at Pig Station, looking down



Unnamed creek that floods current pipeline trail every winter, estimated 4-5 ft deep. Trail is unusable while this floods.



02543709



Lake that unnamed creek originates from, approximate area of flooding on the adjacent pipeline trail.



ATV swamped in unnamed creek from above.



Unnamed creek flooding, pipeline trail marker for depth reference



Pipeline trail at Besser Creek in summer, stuck atv

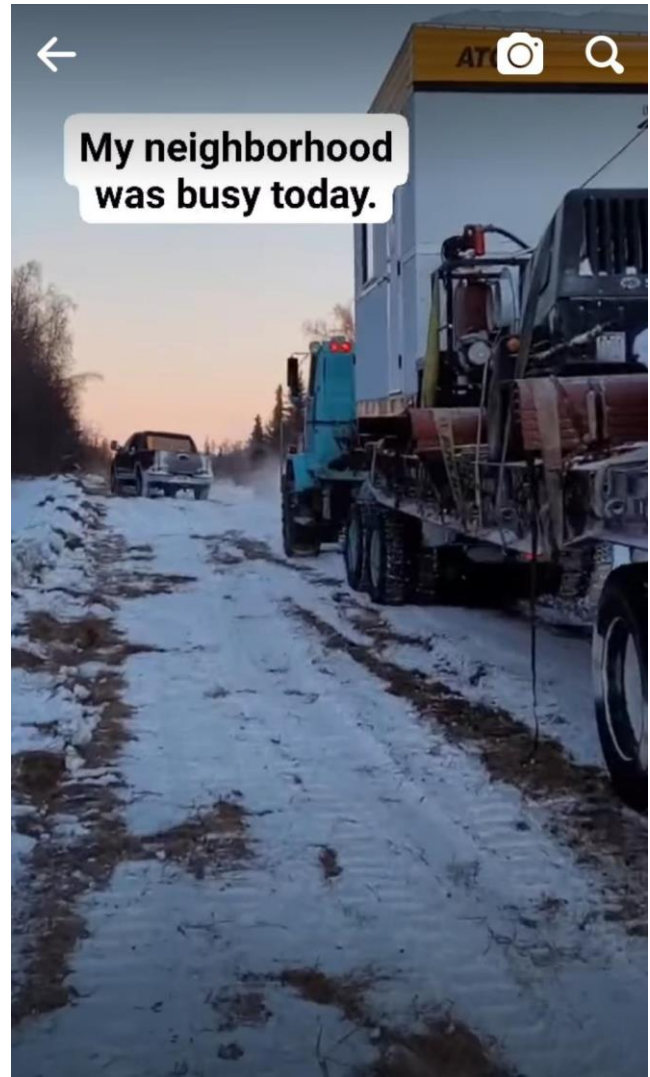


Snow machine rolled off small bridge at Besser Creek





Seven Egg Creek after a semi with equipment was driven across in December



My neighborhood was busy today.

Pipeline trail plowed by oil companies, semi and other large equipment driven to end of pipeline trail