

DESIGN UPDATE FOR THE SNUG HARBOR PAVING AND BIKE TRAIL PROJECT

July 2015

The Federal Highway Administration (FHWA) has completed the environmental documentation and is finalizing the design for the project, named AK PFH 59(1) Snug Harbor Paving and Bike Trail. The project is located on Snug Harbor Road in Cooper Landing and is being developed in cooperation with the Alaska Department of Transportation and Facilities (ADOT&PF) and Kenai Peninsula Borough (KPB). The project begins at the Sterling Highway Intersection and ends at the Campus Road Intersection (1.8 miles). The initial project proposal was to provide bike passage, pave a gravel surface, fix erodible slopes, and provide a view point facility. Due to limited funding, the view point facility was removed from the project.

The project as currently designed is divided into three segments:

Segment 1. Separated Bike Path (0.82 miles from the Sterling Highway starting at the Baptist Church frontage road to the near the Lakeshore Intersection).

Segment 2. Removing the existing shoulders and the building standard 4 foot paved shoulders to each side of the existing paved roadway to allow room for pedestrians and bicyclists (0.82 mile to 1.13 mile).

Segment 3. Converting the gravel road to a paved road with 4 foot paved shoulders on each side (1.13 mile to 1.85 mile) ending at Campus Road. This segment also provided minor roadway realignment to meet design standards and to reduce impacts to north side near Kenai Lake and to allow flatter vegetative slopes or rock inlays for erodible slopes, and improved drainage.

The slopes in Segment 3 needed to be flattened or protected with rock inlays, which led to relocating utility structures such as pedestals and boxes. Because of the costs, labor intensiveness, and potential degradation of service, it was considered more economical to replace the existing wiring with fiber optic. This will result in improve service to customers in the area.

The project had community outreach, three FHWA public meetings (10/25/2013, 4/2/2013, and 8/14/2013) to distribute information and obtain feedback from the community, and one ADOT&PF (1/29/2015) public meeting during Cooper Landing Community Club (CLCC) meeting explaining the Right of Way and Utility Relocation process.

ADOT&PF researched property limits and has staked some property limits so landowners could understand the existing right of way / property limits and proposed permanent easements, temporary construction easements (easements needed for constructability), and temporary construction permits (permits to allow the opportunity to improve property owner's connection with the proposed roadway).

During the Right of Way acquisition, there were concerns expressed by property owners. These concerns were taken seriously by the FHWA and ADOT&F. As a result, in Segment 2 and

Segment 3, the design was evaluated to seek opportunities to reduce impacts. In Segment 2, the alignment was slightly adjusted and the ditch was removed from the north side. In Segment 3, the vertical alignment and the pavement edge on the north side was revised to reduce impacts.

There also have been concerns expressed about Shackleford Creek in Segment 2. The drainage for Shackleford Creek will not be disturbed. During the field review for the design, it was discovered that the culvert pipes extend beyond the roadway sufficiently enough to add headwalls to provide the widening needed for the 4 foot shoulders. Though construction will not be in the water, FHWA will implement an erosion control plan to protect the fish residing in the water. Adding headwalls to the pipes was more cost effective and had less impact to the stream than replacing the culverts with a fish passage design.

The revised plan set has been provided to the ADOT&PF. Right of Way acquisition is expected to be complete in summer of 2015. Necessary utility relocation is planned for the fall of 2015. Roadway construction is currently expected to be in summer of 2016.