

Project Nomination Package

NEED ID # 26118
Project Name: KPB: N. Cohoe Road MP 11-16.5, Pavement Rehabilitation
Project Type: URBAN AND RURAL **Region:** C
Sponsor: **Sponsor Contact:**
Sponsor's Priority: **Phone:**
Location: Cohoe **HPEB Date:** 2/8/2011
Borough: Kenai Peninsula Borough

Description: This project will rehabilitate 5.5 miles of the North Cohoe Loop Road.

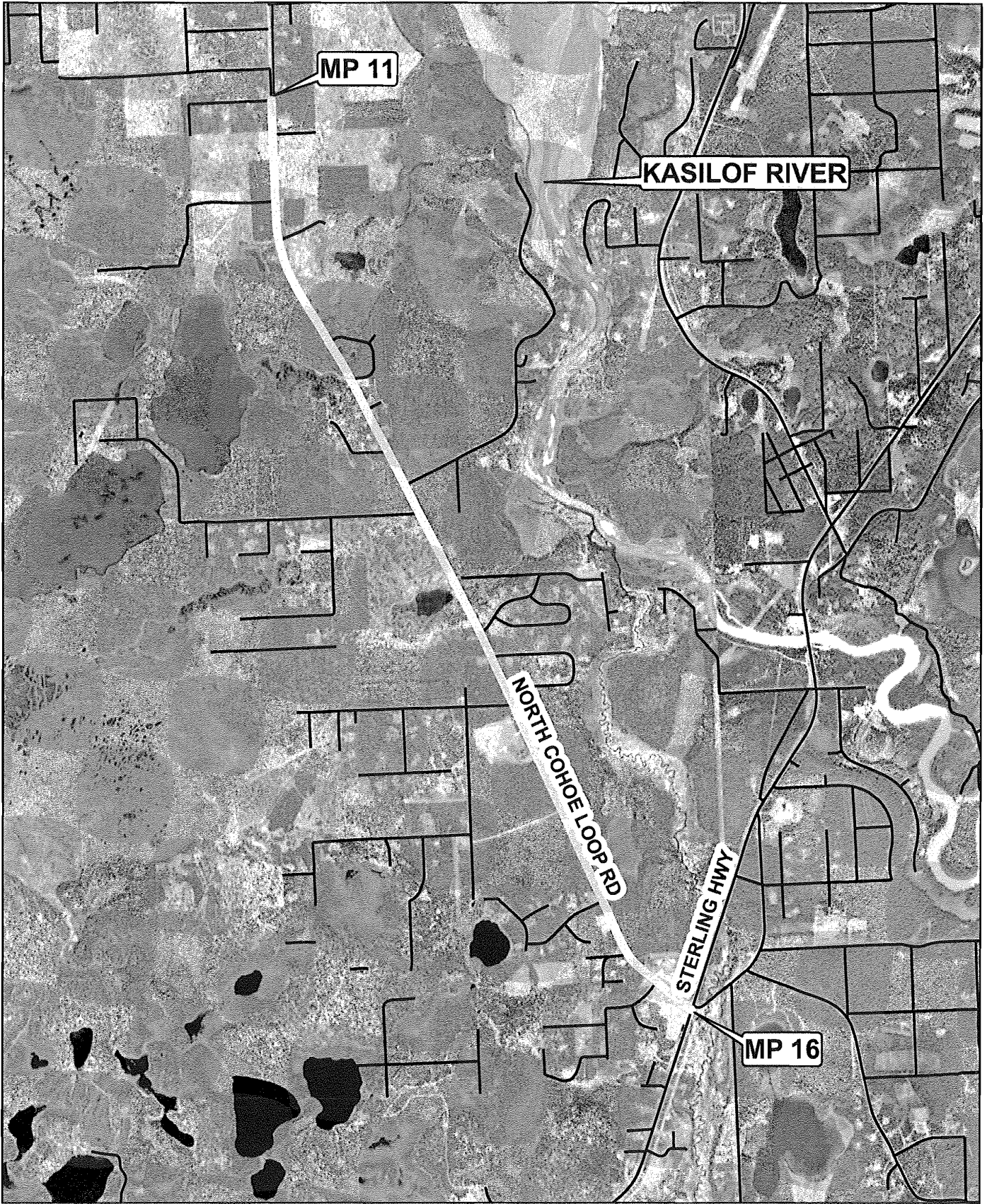
Justification: N. Cohoe Loop Road is a major access point for the lower Kasilof River, which is one of the largest fish habitats in the Upper Cook Inlet and is heavily used by dip netters and recreational fishermen. This project will ensure continued access to this important resource.

	Project Cost	Sponsors Contribution
Phase 2:	\$800,000	
Phase 3:	\$740,000	
Phase 4:	\$5,300,000	
Phase 7:	\$160,000	
Total Cost:	\$7,000,000	

1	2	3	4	5	6	7	8	9	10	11	12	13
4	7	4	7	1	9	7	8	9	9	4	4	0

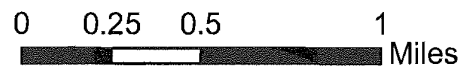
Total Region Score: 286

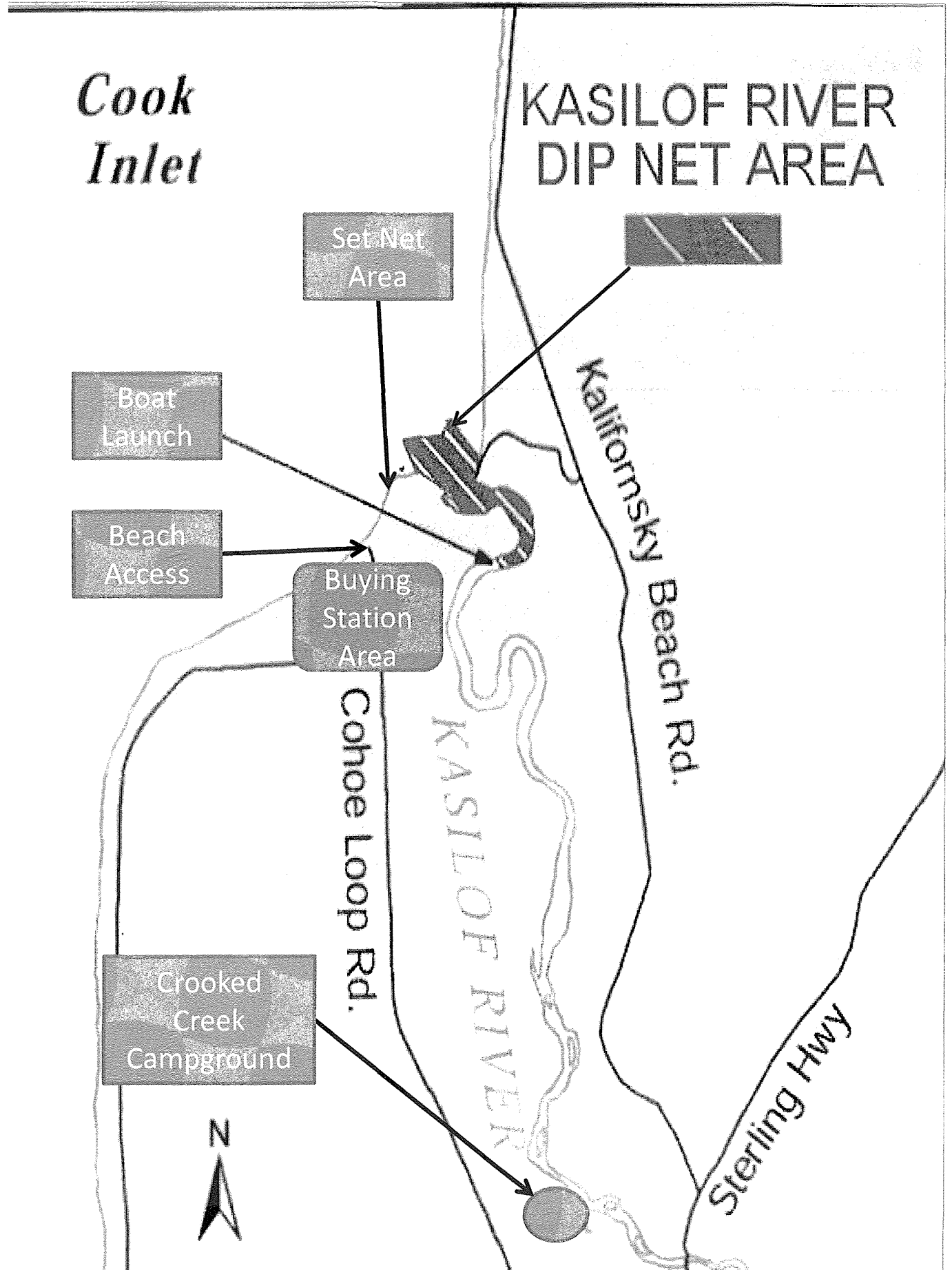
- 1. Economic Benefit:** This project will improve access to an industrial or commercial development on a road that is called out in the AKDNR Kena Area plan as one of the key roads that provides access for the area. This road provides access to the Kasilof River and the beach at Cook Inlet, where several public access sites exist. Additionally this road provides access for seasonal jobs for commercial setnet, drift boat, and gilnet fishing.[4]
- 2. Health and Quality of Life:** This project provides a moderate contribution to improved health and quality of life by improving the road for personal use dipnetting and recreational fishing.[7]
- 3. Safety:** No mitigation proposed for this project.[4]
- 4. Improves Intermodal Transportation:** This project would moderately improve the connection between modes for travelers who use the road for recreational and commercial boating. This road provides a route to a private boat launch facility. There are six commercial fish buying stations at the end of North Cohoe Loop Road. According to AKDF&G, commercial fish product is hauled by truck along North Cohoe Loop road to processing plants, 2-3 times a day for each station.[7]
- 5. Local Capital Contribution:** This road is a State owned facility.[1]
- 6. M&O Priority:** This is a very high M&O priority for Central Region. This project is listed as number one on the M&O needs list for the Kenai Peninsula District.[9]
- 7. Public Support:** The Statewide Long Range Transportation Policy Plan provides specific guidance (Policy #3 and Action 2.3) to the Department regarding the need for preservation of the state's existing road network. North Cohoe Loop Road is a state-owned facility in need of rehabilitation.[7]
- 8. Environmental Approval:** A Categorical Exclusion is likely for this project.[8]
- 9. Surface Rehabilitation:** This is primarily a surface refurbishment and has a PMS recommendation for rehabilitation within 2 years. The PMS data shows the remaining service life is 0 years.[9]
- 10. Cost Effectiveness:** AADT 1,060. Cost is estimated at \$7,000,000. 5.5 miles in length.
 $(7,000/5.5)/1060 = 1.20$ [9]
- 11. Deficient Bridges:** No bridge deficiencies on this road.[4]
- 12. Functional Class:** Rural Minor Collector. Central Region will request a match waiver be signed by the Commissioner.[4]
- 13. Other Factors:** North Cohoe Loop Road serves as a bypass to the Sterling Highway in the event of highway closure due to traffic accidents.[0]



North Coho Loop Road MP11-16.5

Image provided by Bing Aerial Maps
Data provided by DOT&PF Pavement Management
Map created by AKDOT&PF: Planning 1/27/2011

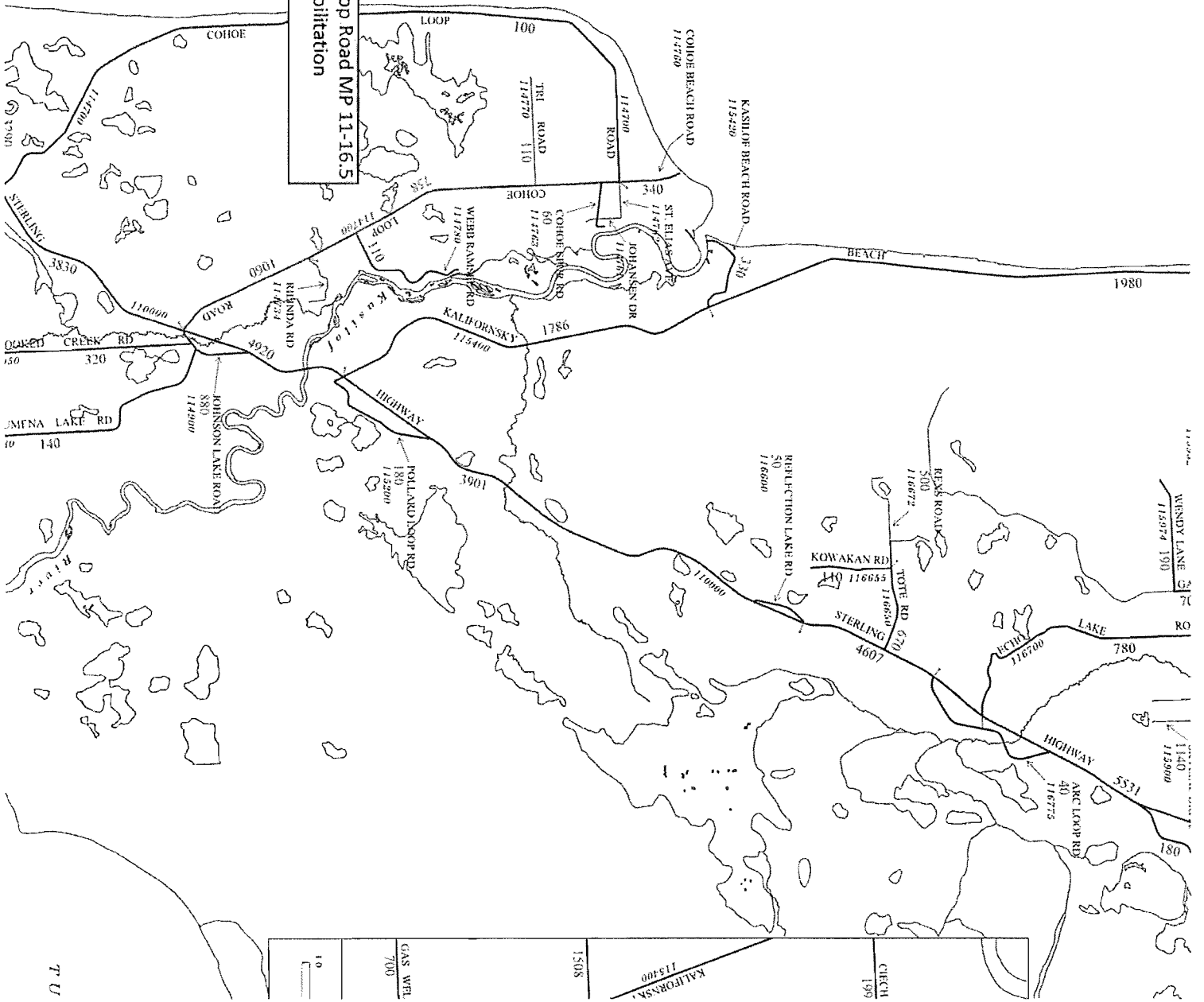






North Cohoe Loop Road MP 11-16.5
Pavement Rehabilitation

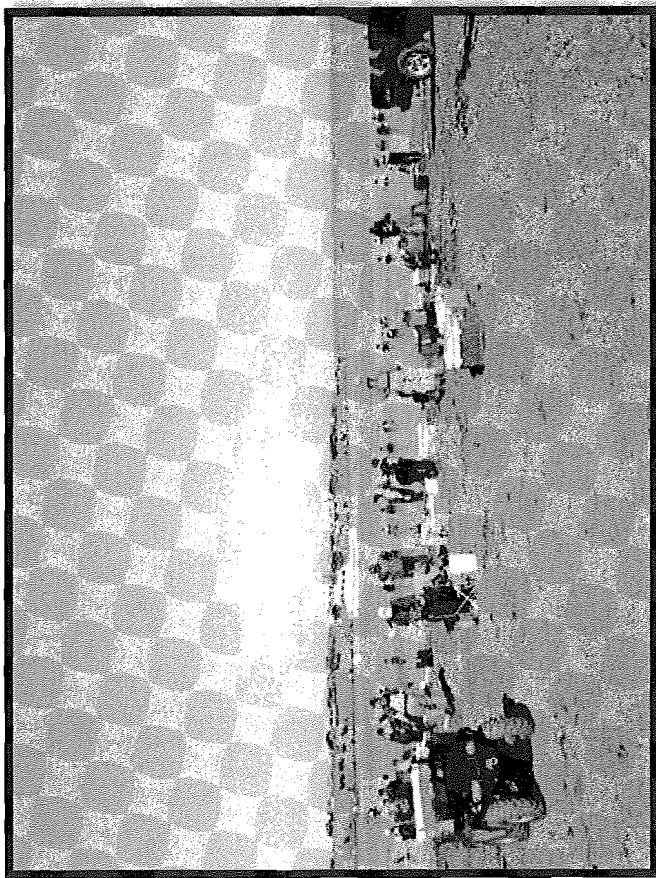
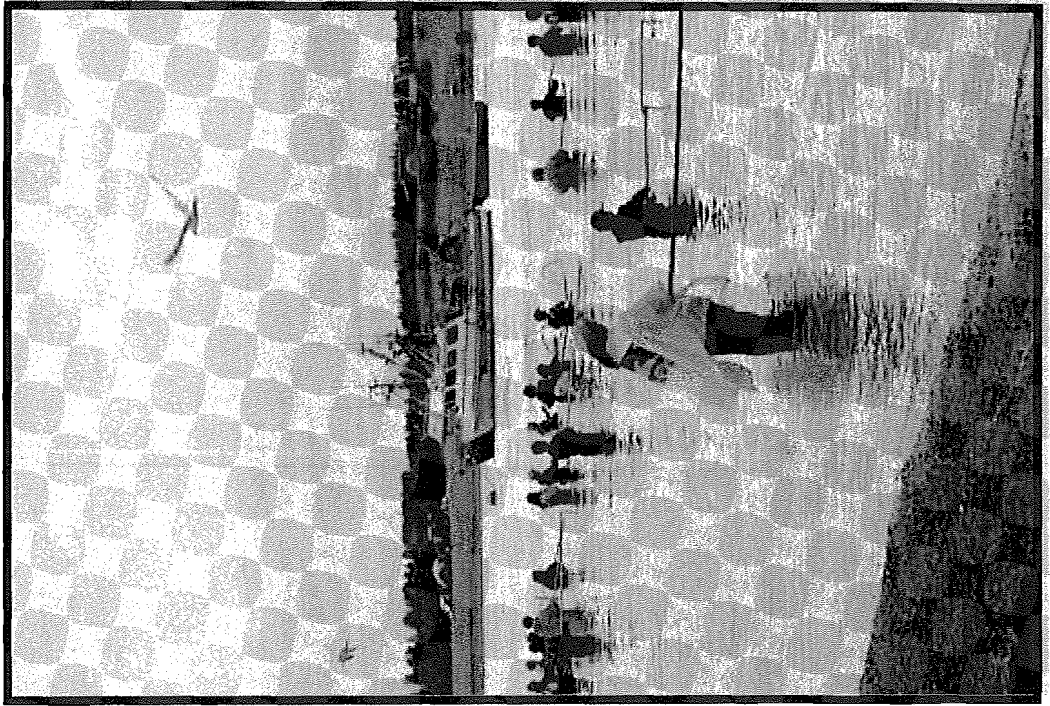
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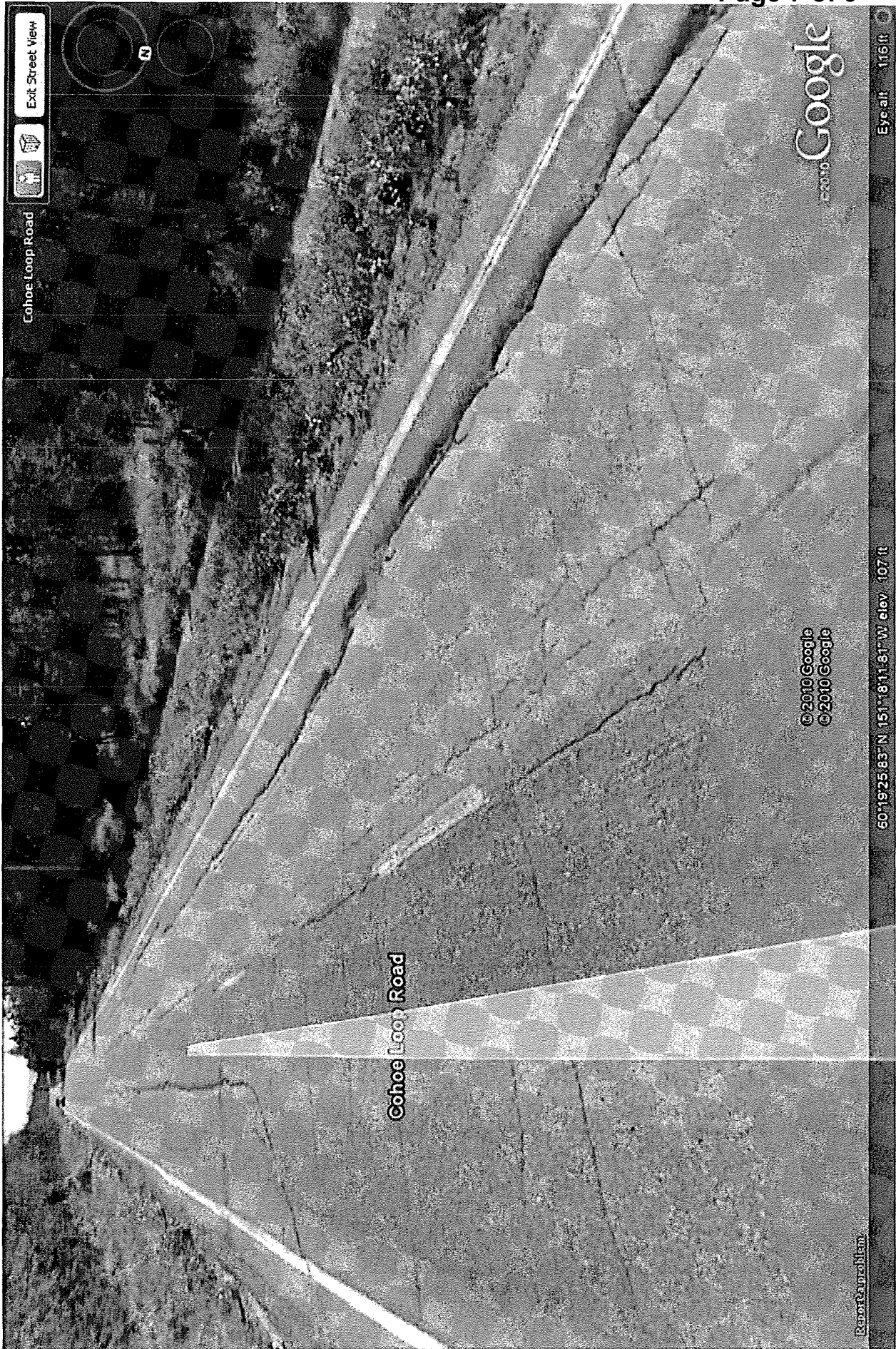


7 U



Dip Net fishing on the Kasilof River



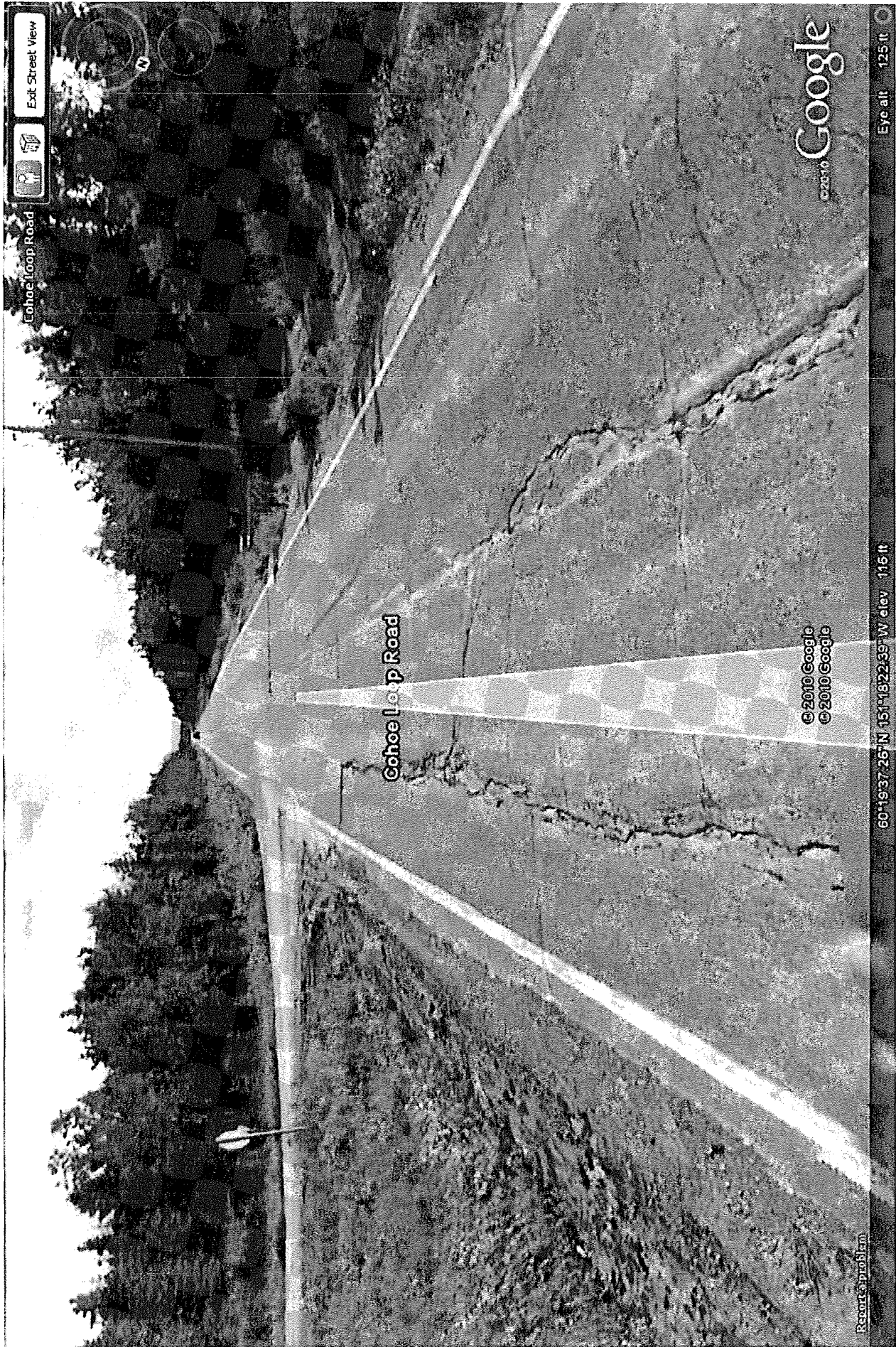


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60°19'25.83"N 151°18'11.81"W elev. 107 ft

Eye alt. 116 ft



30076 - 2/2

**Planning Estimate
Scope, Schedule and Estimate Confirmation**

Project Name: North Cohoc Loop Road MP 11-16.5 Reclaim with Emulsion Treatment

Project Nomination Scope:

<i>Project Nomination Estimate:</i>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Preliminary Engineering							
Utilities							
Right-of-Way							
Construction							
Total (1000s)							

Scope: Rotomill existing pavement, recondition base by mixing existing pavement and with existing base course, treat with either an asphalt emulsion or Portland cement additive compact and pave with 2 1/2 inches of asphalt concrete .

<i>Project Costs:</i>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Preliminary Engineering	\$480	\$320					\$800
Utilities					\$160		\$160
Right-of-Way			\$740				\$740
Construction				\$5,100	\$4,400		\$4,400
Total (1000s)	\$480	\$320	\$740		\$4,560		\$6,100

+ 900 - possible digouts drainage.
\$7,000 KR

Environmental Considerations:

Type of Document Antieipated: PCE CE EA ES

4(f) Involvement: Yes No If project is within existing ROW no 4(f) issue.

Time to prepare Environmental Document: 1 year. CE assignable to the state under 6004.

Permits Required: If project involves work within streams or navigable waters there may be potential Fish & Game Title 16. USACE. Coastal Consistency review. or Flood Plain permits.

Right of Way Considerations: Assuming no ROW takes. Estimate includes ROW base mapping. If only certification and closure work performed ROW cost estimated to be \$50,000.

Utility Considerations: Assuming no Utilities involved.



Scope, Schedule & Estimate prepared by: Mary Ann Paulson

2/1/11
Date

Scope, Schedule & Estimate approved by:

[Signature]
Preconstruction Engineer

2/1/11
Date