June 16, 2017

**The 9/4/2018 Updates Provided in Bold.**

Thank you for your interest in the Kenai Spur Extension Project. Below are answers to some frequently asked questions about the project. Project updates will be posted online at http://www.kpb.us/NRDEXT.

1) We anticipate bidding the project in the fall of 2017, pending final permit approval from the US Army Corps of Engineers. The construction contract will be for up to a two-year period.

**UPDATE: 9/4/2018 – Project has been bid and awarded to D&L Construction.**

2) Funding for the road project is provided by a federal grant specific for the Kenai Spur Extension, and a state grant specifically for the Jacob’s Ladder beach access. No tax dollars collected by the borough will be used.

3) Bidding will be strictly competitive and advertised using standard Kenai Peninsula Borough Purchasing procedures.

4) The project will be managed by the KPB Road Service Area and its engineering consultant.

**UPDATE: 9/4/2018 – the project is managed by Borough’s Purchasing and Contracting Department.**

5) The road will be constructed 18’ wide within the existing right of way and will include multiple pullouts for passing. Multiple anadromous fish crossing culverts are included in the design.

6) The project will be bid with a Base Bid and two Additive Alternates:
   A) Base Bid includes 24,000’ road upgrade/new construction from the north end of the Kenai Spur Highway to just north of Leif’s Creek Bridge, turnaround, construction of Jacob’s Ladder Trail from North Road to top of bluff.
B) Additive Alternate No. 1 includes construction of 13,400’ of road and turnaround.

C) Additive Alternate No. 2 includes construction of 7,525’ of road and turnaround ending just north of Otter Creek Bridge.

The design includes the two options (B) and (C) to extend past Leif’s Creek Bridge in the event that construction could go further due to possible cost savings. Otherwise, the design alternatives will serve as “shovel ready” projects in the event that future funds are secured to extend the road.

**UPDATE: 9/4/2018 – All Additive alternates were awarded and road will be constructed to beyond Otter Creek bridge.**

7) Up to three 80’x100’ turnarounds will be constructed that will also provide for vehicle parking in addition to the existing one at the beginning of the project.

8) We anticipate the successful contractor to utilize winter conditions for some of the road construction, particularly clearing and wetland crossings.

**UPDATE: 9/4/2018 – Surveying has started, material hauling will begin this fall, with the first phase of construction beginning this winter.**

9) Subdivision road approaches will be provided at each platted intersection.

10) Gravel for the project will be provided by the successful contractor. The estimated amount of gravel needed for the project is approximately ~130,000 cubic yards; this estimate includes options (B) and (C).

11) The contractor will determine if it is feasible for the public to take wood that has been cleared from the right of way.

12) Public access during construction will be managed by the contractor with some anticipated restrictions. Detours or temporary closures will be posted.

13) After the road is constructed and accepted, the Road Service Area will be responsible for continued maintenance.