

**Agency: Commerce, Community and Economic Development****Grants to Named Recipients (AS 37.05.316)****Grant Recipient: Voznesenka Community Council, Inc.****Federal Tax ID: 920030894****Project Title:****Project Type: Maintenance and Repairs**

# Voznesenka Community Council, Inc. - Voznesenka Loop Improvements

**State Funding Requested: \$100,000****House District: Kenai Areawide (28-30)**

Future Funding May Be Requested

**Brief Project Description:**

Upgrade Voznesenka Loop Road so that the Kenai Peninsula Borough can take over all future maintenance.
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**Funding Plan:**

Total Project Cost:	\$334,518
Funding Already Secured:	(\$192,259)
FY2014 State Funding Request:	(\$100,000)
Project Deficit:	\$42,259

*Funding Details:*

Kenai Peninsula Borough RIAD process 2013-14 \$167,259

Voznesenka Community Council \$12,500

Voznesenka property owners \$12,500

**Detailed Project Description and Justification:**

The Russian Old Believer community of Voznesenka, population about 250, is located 21 miles from Homer at the end of East End Road. Voznesenka Loop is a road about one mile long that intersects with the borough-maintained road, circles through a residential area, past the church and the public school, and feeds back into the "main" road. The road is constructed in such a way as to minimize the grade, as opposed to the borough road, which takes a more or less straight shot down the hill and is extremely steep with high, steep drop-offs on each side. This situation leads to many accidents and injuries, even resulting in one death last winter. The road supplies access to both of the Kenai Peninsula Borough schools in the communities below, which results in a great deal of extra traffic bringing students and staff into and out of the schools.

The borough road is often blocked by accidents or made impassible by ice. In such cases, the community-maintained loop road is the only access to the communities and the schools. This road, therefore, is used more by non-residents than it is by those who actually live on the road. During a State of Alaska Village Safe Water project, most of the Loop was improved, but not sufficiently to meet the standards required for the borough to assume maintenance. The community has limited resources and is concerned that it may not be able to continue sufficient maintenance of the Loop to assure access. The school itself is accessible only by the Loop road; it is not even located on the borough-maintained road. Emergency vehicles almost always use the Loop road for access to the area due to its better grade and safer conditions. Although those who live on the road naturally depend on it, it is used mainly by others.

At the community's request (July, 2012), the Borough's engineer made an estimate of the cost to bring the Loop up to standards; this rough estimate came to \$334,518. We expect to receive 50% (\$167,259) of this cost through the Borough's RIAD process. (In a memorandum of September 4, 2012 the RSA suggested going to the legislature for matching funds.) At a community meeting on February 13, 2013, the property owners on the Loop agreed to contribute \$12,500, and the Voznesenka Community Council has agreed to match that amount. We are therefore asking the legislature to approve the remaining \$142,259.

### Project Timeline:

April, 2013: Secure funding from the state Legislature in the amount of \$142,259.

May, 2013: Collect \$12,500 from property owners on the Loop and \$12,500 from the Council

June, 2013: Submit the project proposal to the Borough for approval.

Summer, 2014: Begin and complete the project.

### Entity Responsible for the Ongoing Operation and Maintenance of this Project:

Kenai Peninsula Borough

### Grant Recipient Contact Information:

Name: Stan White  
 Title: Voznesenka Community Council Clerk  
 Address: PO Box 3034  
 Homer, Alaska 99603  
 Phone Number: (907)235-6689  
 Email: stanpwhite@gmail.com

Has this project been through a public review process at the local level and is it a community priority?  Yes  No



# Kenai Peninsula Borough

Year 2013 State Capital Improvement Projects

## COMMUNITY: VOZNESENKA

**Funding Recipient:** Voznesenka Community Council, Inc.

**Project Name:** Voznesenka Loop Improvements

Project Priority  
Ranking: 1

### Detailed Project Description and Justification:

Upgrade Voznesenka Loop to Kenai Peninsula Borough so that the Kenai Peninsula Borough will take over all future maintenance.

Funding Requested:	\$	350,000	Election District:	Senate:	0
Total Project Cost:	\$	350,000		House:	30

### CONTACT INFORMATION

Zack Reutov, Vice President  
P.O. Box 1566  
Homer, Alaska 99603

Phone: (907) 235-5630  
E-mail: [zackfoam@gmail.com](mailto:zackfoam@gmail.com)

**Funding Plan:**

Total Project Cost:	\$	350,000
Funding Secured:	\$	0
Funding Requested:	\$	350,000
Pending Requests	\$	0
Project Deficit:	\$	0

**Please list Secured Funding Sources and Amounts:**

N/A

**If this project is funded this year, will you be requesting state funding again?**

Yes

**Please describe the project time-line and when the expenditures will occur:**

N/A

**Has this project gone through a public review process at the local level?**

Yes

Is it a community or service area priority demonstrated by resolution or other official action?

**If a community or service area meeting was conducted, how was it advertised? When and where was it held?****Who attended?**

A meeting was held by the Voznesenka Community Council, it was advertized by direct phone calls and held at Voznesenka School on November 16, 2012.

**Who will own the project or facility?**

Kenai Peninsula Borough

**Entity responsible for providing ongoing operation and maintenance of this project?**

Kenai Peninsula Borough

**How will operations and maintenance be funded after the project is complete?**

Kenai Peninsula Borough

**Project type:** Maintenance and Repairs

# VOZNESENKA COMMUNITY COUNCIL, INC.

P. O. BOX 1566

HOMER, ALASKA 99603

The honorable Paul Seaton  
State Capitol Room 102  
Juneau, Alaska 99801

April 10, 2012

Dear Representative Seaton,

The VCCI council members, as the representatives of the citizens living in the community of Voznesenka with close ties to the community of Kachemak Selo, would like to make sure that you are aware of the situation involving access to these areas at the end of East End Road twenty miles from Homer. Each of the communities, with a combined population of about 350 people and two schools whose enrollment is about 200 students, depends on a single road for regular needs as well as for evacuation in case of disaster and for access to emergency services.

Within the village of Voznesenka, the "official" borough-maintained road becomes a narrow, steep slide that is notoriously treacherous and easily rendered impassible in case of ice, vehicle accidents, and other possible events such as earthquake induced landslides or wildfires. In many cases, the residents depend on a loop road that bypasses the worst part of the borough road. The loop road was constructed and is maintained by the community of Voznesenka. During a recent Village Safe Water project funded through the Alaska DEC using federal funds, the loop road was realigned along with the water system. It was hoped and intended that the improvements made to the loop road would bring it up to the standards necessary in order to be assumed by the borough for maintenance. However, when we made such a request to the local Road Board, we were told that the standards had not been met and that even though the loop road was much closer to meeting the standards than the "official" road, the borough would not take over the road. VCCI continues to pay for the maintenance of the loop road, but it is a major drain on our resources and cannot be sustained in the future.

If we lose the ability to use the loop road we feel that our communities and schools will be in a very precarious situation. We feel we have two possible courses of action: 1) convince the borough to take on maintenance of the loop road even though it does not meet the requirements, or 2) bring the road up to the standards with the help of borough, state, or federal funds.

We will be contacting you in the near future to let you know more specifically how you can help us. As our elected representative, we hope that you will do whatever you can to assist us in this effort. Thank you.

Sincerely,

Nazary Basargin, President <a href="mailto:nibasargin@gmail.com">nibasargin@gmail.com</a> (907) 235-5309	Zack Reutov, Vice-president <a href="mailto:zacksfoam@gmail.com">zacksfoam@gmail.com</a> (907) 235-5630	Stan White, Secretary/Treasurer <a href="mailto:stanpwhite@gmail.com">stanpwhite@gmail.com</a> (907) 235-6689
Evtropii Matveev, Member (907) 235-6858	Dimitry Kuzmin, Member (907) 235-1475	

**To: Kenai Peninsula Road Board (May 29, 2012)**

**From: Community of Voznesenka**

**The purpose of this communication is to clarify to the Board of the road situation in the village of Voznesenka, located 21 miles from Homer at the end of East End Road.**

**The state-maintained road ends about 1 mile before the village; the borough maintains the road for about 2 miles from the asphalt to the head of the switchback trail leading down the bluff to the village of Kachemak Selo. (Please see attached map.) At mile one of the borough-maintained road, a loop road takes off, goes through the main part of the village, and rejoins East End Road about three quarters of a mile down the bluff. The loop road was built and is maintained by the community, and is constructed in such a way as to minimize the grade. The borough road, however, takes a more or less straight shot down the hill and is extremely steep with high, steep drop-offs on each side. This situation leads to many accidents and injuries, even resulting in one death last winter. The road supplies access to both of the Kenai Peninsula Borough schools in the two communities which results in a great deal of extra traffic bringing students and staff into and out of the schools. The road is often blocked by accidents or made impassible by ice. In such cases, the community-maintained loop road is the only access to the communities and the schools. This road, therefore, is used more by non-residents than it is by those who actually live on the road.**

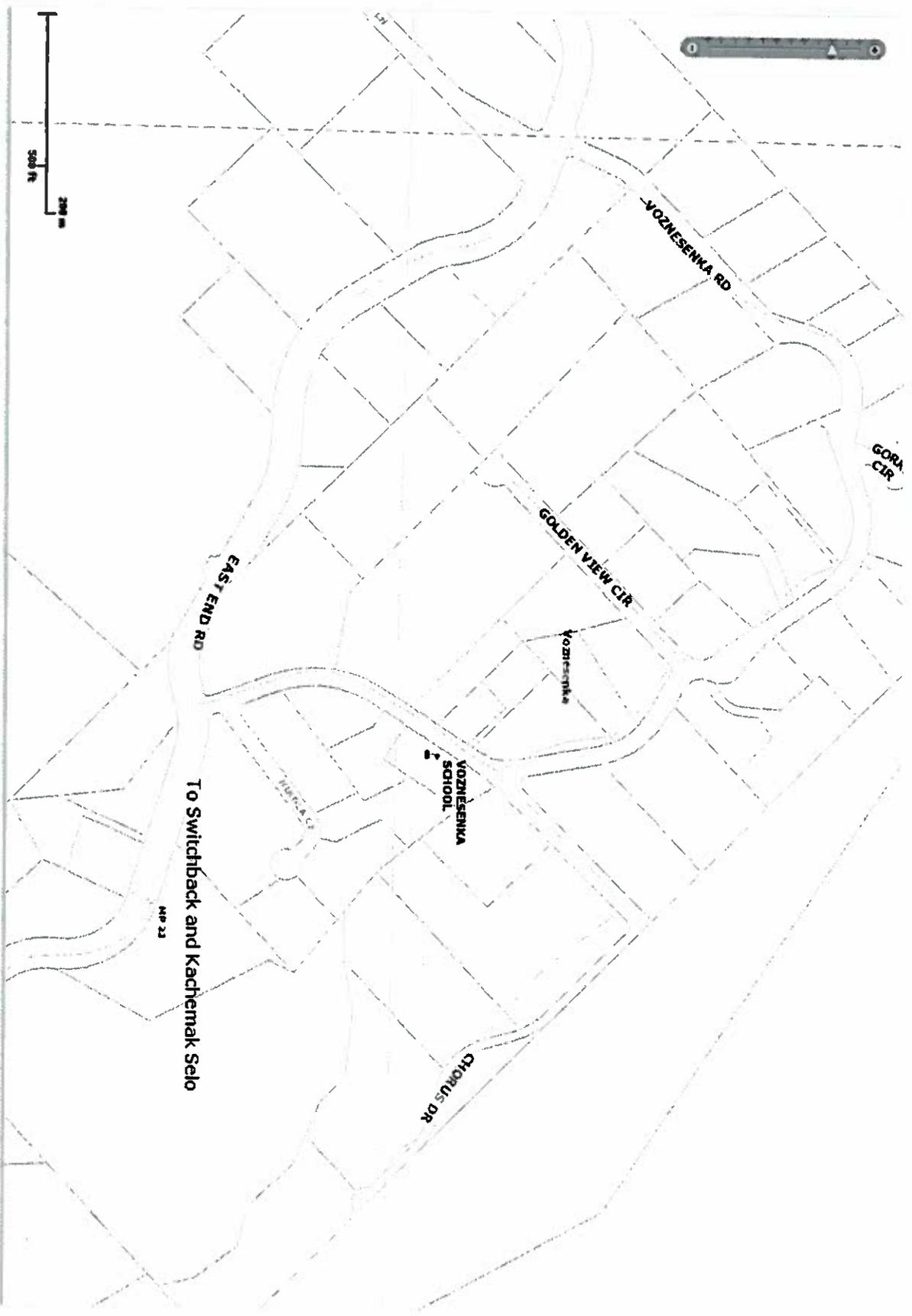
**In Voznesenka itself, the school is accessible only by the loop road; it is not even located on the borough-maintained road. Between the borough road and the school is a stretch of road about one quarter mile long with a fairly gentle grade that was not improved during the recent completion of a water system installed by the State of Alaska. The remainder of the road was improved to standards that we hoped would make it eligible for the borough to take over. Our question now is if we work to bring this portion of the road up to borough standards, will this be sufficient to have the borough assume maintenance of the entire loop road. We feel that the following points argue strongly for this:**

- 1. The communities are in a precarious situation in case of emergencies having to depend on a single road that is notorious for being closed due to weather and accidents, and could easily be blocked in case of wildfire or earthquake-caused landslides.**
- 2. The loop road is in general a safer and more dependable alternative to the road currently maintained by the borough.**
- 3. The borough maintains a school on this road and depends on it to bring in students and staff.**
- 4. Although those who live on the road naturally depend on it, it is used mainly by people other than the residents.**

**We hope that the Board will give due consideration to our concerns regarding this road. Thank you.**

- Find
- Identify
- Clear
- Street View
- Zoom To:
- Help

- Navigation
- Tools
- Map Output
- Map Display



8/14/12



# KENAI PENINSULA BOROUGH

## Road Service Area

47140 E. Poppy Lane • Soldotna, Alaska 99669  
Toll-free within the Borough: 1-800-478-4427  
PHONE: (907) 262-4427 • FAX: (907) 262-8090  
www.borough.kenai.ak.us

Mike Navarre  
BOROUGH MAYOR

### MEMORANDUM

**TO:** Sam Mclane, RSA Chairman  
RSA Board Members

**THRU:** Doug Schoessler, RSA Director

**FROM:** Henry Knackstedt, Project Administrator *HK*

**DATE:** August 14, 2012

**SUBJECT:** Voznesenka Road Upgrade Rough Estimate

At the May 2012 RSA meeting, I was asked by the RSA Board to provide a rough estimate to upgrade Voznesenka Road to RSA Standards. Due certain site constraints, assumptions were made that the RSA Board would approve exceptions to the Standards. This road is not RSA-maintained and provides the primary access to most of the lower village from East End Road.

Voznesenka Road has two distinct sections:

- 1) The lower Voznesenka Road section from East End Road up to Chorus Drive near the school.
- 2) The upper Voznesenka Road section from East End Road down to Chorus Drive.

Based on my knowledge of the existing road and interviews with Dickie Greguire, the Village Safe Water superintendent who constructed the upper road, and East Road Services that maintains the road, the following are the general current conditions and recommended improvements.

#### Lower Voznesenka Road

This section of road is approximately 1095' long with a typical width of 23-24'. There is an isolated 16' width in front of the school. Road grades are relatively shallow, but with a 250' section around 11%. Most of the road has relatively deep borrow ditches. According to the attached drawings, the road is entirely in the right-of-way. This section of road is in poor condition with very little gravel over fabric, all over silt.

Recommended improvements include complete embankment reconstruction which includes excavating a minimum 18", installation of separation geotextile, and backfill with minimum 24" of classified fill. Final road width of 24' is recommended. Grade flattening may not be practical. Estimated construction cost including contingency and engineer design is \$185,000 (\$168/foot).

#### Upper Voznesenka Road

This section of road is approximately 3,300' long with a typical width of 20'. Road grades are relatively flat to typically 10% grades with some sections at about 12%. This section of road bypasses the portion of East End Road that has extended grades of about 14%. There is a short section of steep shoulder slope that should be further stabilized between Gorka Cir. and Golden View Cir. This road was constructed by Dickie Greguire during the installation of the community water system. According to Mr. Greguire, construction consists of geotextile separation overlaid with 24" local sand stone and about 6" of 1½ minus gravel imported from the Dibble Creek Pit. Mr. Greguire stated that the Legislature granted \$50,000 for the gravel cap. According to the attached drawings, the road is entirely within the right-of-way.

The road has reportedly performed well since it was constructed over four years ago according to Buck Jones of East Road Services. Mr. Jones said the road is solid, but the cap layer is thin and they have to be very careful while maintaining it not to grade it away. Technically, the road width is substandard for the number of lots served and the sand stone used does not meet the RSA Type I Standards. However, the section construction, width, and grades typically are of a higher standard than much of the RSA-maintained East End Road. With RSA Board approval of these and possibly a few other exceptions, my recommendation would be to provide an additional 6" of RSA Type II capping to a 20' top width. Grade flattening is not practical. Estimated construction cost including contingency and engineer design is \$149,100 (\$45/foot).

#### Conclusions

The attached estimates assumes that the Type I material will be imported from the Anchor Point area, and the Type II will come from the Borough-owned Eagle Lake Pit near Basargin Road. The estimates are based on some first-hand observations of existing conditions as well as information from others that are believed to be reliable. No survey or soils investigation was performed by me, so actual conditions could vary from reported.

END OF MEMO

\$334,100

½ = \$167,050



9/4/12

## KENAI PENINSULA BOROUGH

Road Service Area

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MIKE NAVARRE  
BOROUGH MAYOR

### MEMORANDUM

**TO:** Sam McLane, RSA Chairman  
RSA Board Members

**FROM:** Doug Schoessler, RSA Director

**DATE:** September 4, 2012

**SUBJECT:** Suggested funding sources for Voznesenka Road improvements.

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At last month's RSA Board meeting Chairman McLane asked for an RSA report on possible funding sources for Voznesenka residents to upgrade Voznesenka Road to meet RSA road standards in order to be accepted for KPB maintenance. This is currently a non-maintained road and RSA involvement is limited.

However, there are options for residents to improve their road to standards in order to apply for KPB maintenance:

1. KPB code allows for Road Improvement Assessment Districts (RIADs) to residents improve roads. There is an application process and fee to determine costs and then +70% residents must agree to proceed. Typically the RSA matches up to 50% of the costs of the improvement.
2. Communities are able to work with their State Legislators to obtain funding for projects in their area. Requests can be made for the entire amount of the improvement but actual awards may be for only a portion of that cost, or up to the full amount. The request also may not be successful. It usually requires a lot of work with that legislator and others and may take a few years to get there.
3. Applying for grants is another option. Working with your Borough Assembly Representative and others to look for possible grant funds that may fit the scope of the project.

There may be other sources out there but these three seem to have at least some possibilities for funds.

**Voznesenka Road Lower Section Rough Estimate**

**Project No.**

**Bid Schedule**

Pay Item No.	Pay Item Description	Pay Unit	Quantity	Unit Bid Price	Amount Bid
<b>BASIC BID</b>					
110(1)	Existing Utilities In Construction Zone	Lump Sum	All Required	(LUMP SUM)	\$3,000
203(1)	Common Excavation	Cubic Yard	1650	\$15	\$24,750
303(1)	Reconditioning	Station	11	\$300	\$3,300
304(1)	Type I Material	Cubic Yard	1650	\$34	\$56,100
304(2)	Type II Material	Cubic Yard	550	\$25	\$13,750
630(1)	Geotextile Separation	Suare Yard	3,300	\$2	\$6,600
639(3)	Driveways	Each	5	\$500	\$2,500
639(5)	Approaches	Each	2	\$2,500	\$5,000
640(1)	Mobilization and Demobilization	Lump Sum	All Required	(LUMP SUM)	\$15,000
643(2)	Traffic Maintenance	Lump Sum	All Required	(LUMP SUM)	\$6,000
650(1)	Miscellaneous Work	Contingent Sum	All Required	(CONTINGENT SUM)	\$ 10,000.00
	Subdotal				\$ 146,000.00
	15% Contingency				\$ 21,900.00
	Engineering 12%				\$17,520
<b>TOTAL</b>					<b>\$185,420</b>

Company: \_\_\_\_\_

Signature: \_\_\_\_\_

**Voznesenka Road Upper Section Rough Estimate**

**Project No.**

**Bid Schedule**

Pay Item No.	Pay Item Description	Pay Unit	Quantity	Unit Bid Price	Amount Bid
<b>BASIC BID</b>					
110(1)	Existing Utilities In Construction Zone	Lump Sum	All Required	(LUMP SUM)	\$3,000
203(7)	Ditch Linear Grading	Linear Foot	3500	\$3	\$10,500
303(1)	Reconditioning	Station	33	\$300	\$9,900
304(2)	Type II Material	Cubic Yard	1300	\$25	\$32,500
611(1)	Riprap, Class I	Cubic Yard	150	\$100	\$15,000
639(3)	Driveways	Each	12	\$500	\$6,000
639(5)	Approaches	Each	5	\$2,500	\$12,500
640(1)	Mobilization and Demobilization	Lump Sum	All Required	(LUMP SUM)	\$15,000
643(2)	Traffic Maintenance	Lump Sum	All Required	(LUMP SUM)	\$3,000
650(1)	Miscellaneous Work	Contingent Sum	All Required	(CONTINGENT SUM)	\$ 10,000.00
	Subdotal				\$ 117,400.00
	15% Contingency				\$ 17,610.00
	Engineering 12%				\$14,088
<b>TOTAL</b>					<b>\$149,098</b>

Company: \_\_\_\_\_

Signature: \_\_\_\_\_