



KENAI PENINSULA BOROUGH

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JOHN J. WILLIAMS
MAYOR

MEMORANDUM

Agenda Item No. 4.

Committee Lands

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TO: Grace Merkes, Assembly President
Members, Kenai Peninsula Borough Assembly

THRU: John J. Williams, Kenai Peninsula Borough Mayor

FROM: Gary Davis, Road Service Area Director

DATE: March 11, 2008

SUBJECT: RSA Recommended Amendments to Ordinance 2008-05, Amending KPB
Chapter 14.06, Road Standards

On Tuesday March 4, 2008, the RSA Board held a regularly scheduled public meeting and unanimously voted to recommend the Assembly approve Ordinance 2008-05 with the following recommended Amendments:¹

Changing the allowable percentage of binder material in pit run gravel (Type I) from a 3 percent minimum to a zero percent minimum (no binder necessary) for the Tables that accompany all the Typical Sections. Additionally Type IV material is deleted from the chart itself and instead defined in the definitions section. Type IV material is defined as earth, sand, rock or combinations thereof containing no muck, peat, frozen material, roots, sod, or other deleterious matter. Type IV is a compactable road sub-base often encountered in the Homer area. As an aside for purposes of explanation generally, these tables designate the types of material that can be used for road embankments (gravel fill). The numbers along the top of the chart designate the maximum size of material. Type I is pit run, no more than 5 percent of the material can be greater than 4 inches. Type II is screened to prevent any material greater than 2 inches. Type III is screened to prevent any material greater than 1 inch. The Sieve Designations on the left hand side of the chart designate the screen sizes used. For example Pit Run Type I gravel must have 95 to 100 percent of the material pass through a 4-inch screen, 85 to 100 percent must pass through a 2-inch screen and 30 - 60 percent must pass through a No. 4 screen which screens out material larger than sand and so on. No 16 is a little smaller and No. 200 screens out material larger than silt or powder.

¹ A copy of the Ordinance with the RSA Board's proposed changes in bold accompanies this Memorandum.

KPB 14.06.050(B). Application for Maintenance:

A change to allow for applications for maintenance to be accepted at any time up until September 1 for consideration for certification for that calendar year. Any applications received after September 1 would not be considered until the following year as weather conditions allow.

KPB 14.06.050(D). Application for Maintenance and 14.06.060 Certification and Inspections:

Moving 14.06.050(D) to KPB 14.06.060(C) as it focuses on inspections more than applications. Delete last sentence as it is redundant with KPB 14.06.060(B).

KPB 14.06.080(C). Road Construction Standards—Construction Categories:

Deleting references to the maintenance application so as not to unnecessarily limit the use of the standards.

KPB 14.06.100(A)(5-8) & (B) & (C). Road construction standards—Construction standards for maintenance certification:

(A)(5) the RSA Board recommends a 2 percent higher maximum density for embankment compaction from 90 percent to 92 percent;

(A)(6) narrowing the available area within 60-foot rights-of-way for in place usable excavation material and specifies that backfill must be placed in lifts and equipment tracked;

(A)(7 & 8) specifying that engineered designs must be pre-approved by the RSA director;

(B) specifying that the proof roll test will be done by a legally loaded dump truck, not necessarily a fully loaded truck.

(C) specifying that engineered designs be pre-approved by the RSA director.

KPB 14.06.110(E) Category I and II roads—Alternate design method:

Again the RSA recommends the proof roll test be done by a legally loaded truck instead of a fully loaded truck.

KPB 14.06.120 (A). Category I, II, and III roads—Engineering required for project designs other than typical or alternate:

Changing the distance of test holes and allowing for flexibility at the RSA director's discretion for engineered designs.

KPB 14.06.180(A). Road construction standards- Structures/ bridges:

Deleting the requirement that all culverts need to be engineered.

KPB 14.06.190. Airparks:

Specifying that the Borough will not certify roads for maintenance where aircraft interfere with vehicular use of the roadway.

Additionally, the administration recommends the title be changed to more accurately reflect the subject matter and summary of the ordinance.