

HCR

53

COMMITTEE REPORT

(7)

HOUSE

2/18/80

FURTHER:

Date: 2/26/80

Mr. Speaker:

The Committee on STATE AFFAIRS has had HCR 53

"Relating to the Ninilchik scenic wayside."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for HCR 53  same title  
 new title
- and recommends CS HCR 53 DO PASS
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

John B. ...  
Tony ...  
Paul ...  
...  
Tony ...  
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John G. ...  
 CHAIRMAN

1/14/80

**Subject:**

Ninilchik Wayside, Project No. 530444-1

**Situation:**

Subject wayside was upgraded with State and Federal funds during the 1979 construction season. Construction was interrupted just short of final completion on October 5, 1979 as a result of a 22.3 foot tide coupled with six foot waves striking the beachline at 5° left of perpendicular (waves were from N 60° W). Wind was recorded on site as SE at 8 mph. Another 21.9 foot tide with 5 foot waves occurred on October 8, 1979. Waves struck the beach at 10° right of perpendicular (waves from N 45° W) and the wind was recorded on site as North at 30 mph. Damage occurred as noted below to the beach portion of the wayside. Photos 1, 2, 3, and 4 are of the project prior to completion and prior to October 5, 1979.

**General:**

Reports are that the waves broke on the primary beachline and that the water carried on over the top of the elevated beach during the high tide in thin sheets and ran down its backside to the slough behind. Considerable damage appeared to have resulted to the primary beach itself through erosion of sand and beach grass from its face and deposition of sand inland along the backside of the beach berm. The water level in the slough (abandoned channel of the Ninilchik River) rose to an approximate elevation of 25.7 feet. Some portion of the high water of the slough resulted from the overwash but most probably entered through the abandoned mouth of the Ninilchik River which is at an approximate elevation of 23.2 feet. This abandoned mouth is south of park property approximately 900 feet and is located on borough property believed to be controlled by the school.

**Damage:**

Parking Lot

Construction efforts on the parking lot consisted of forming a low profile parking area from imported pit run gravel to minimize possible flood damage while still providing a stabilized base upon which to maneuver vehicles. Concrete bumpers and steel posts were also used instead of the typical wood designs again to minimize damage in case of flood. The parking lot was flooded both by the high water from the slough and the sheet overwash from wave action. High water from the slough was relatively calm and caused no damage to the lot. However, the sheet overwash (see photo #20) deposited sand on approximately 67% of the width of the parking lot for its entire length. Depth of deposition ranged from 0.1 feet to approximately 0.5 feet. A combination of deposition and scour occurred around approximately 75% of the 80 concrete bumpers and four steel pipes along the beach edge were undermined with two others also receiving erosion damage.

#### Entrance Road

The previous 250 foot entrance road to the site was located on the beachline. New construction under this project consisted only of scarifying the existing road surface, widening approximately 2 to 4 feet on the inland side and topping with approximately 0.4 feet of pit run gravel. Widening did not occur on the beach side of the road (see photo #4 which was taken just prior to October 5 high-water). Wave action and overwash completely destroyed the entrance road. Photo #5 clearly shows this.

#### Latrine #1

This structure was affected by both overwash and high water from the slough. Backwater from the slough was approximately three feet up on the building and the fiberglass vault flooded. The only damage which occurred was minor undermining of its concrete pads and the loss of crushed aggregate walkway material from around the structure. See photo #6 and #7. (Note: This latrine flooded again on October 8, 1979).

#### Latrine #2

This structure is 2.8 feet higher in elevation than Latrine #1. During the peak high water on October 5, 1979 it too flooded from the high water of the slough but the only damage was to the gravel walkways. (Note: This latrine did not flood on October 8, 1979).

#### Other Miscellaneous Facilities

Both bulletin boards were undamaged. However, we removed the one nearest to the beach and will relocate next season. Steel pipes delineating the edge of the cul-de-sac and the gate at this location were not damaged.

#### Corrective Actions Taken After High Water On October 5 and 8, 1979:

- 1) Sand was cleaned off the parking lot and cul-de-sac areas and deposited in roughly the same location as the original entrance road only inland a few feet. The material was graded smooth for very little effort. Cost was approximately \$1000. Our in-house construction crew worked only very briefly on cleanup. Six parking units nearest the beach were abandoned though the concrete parking bumpers have yet to be removed.
- 2) Both latrines were pumped.
- 3) Four steel pipes and one bulletin board were removed.

#### Subsequent High Water Problems & Resultant Damage:

On December 3 and 4, 1979 approximately 22 foot tides and 60-70 knot winds again hit the Ninilchik area. The on-site damage believed to have occurred to the wayside facilities was undercutting of the 250 foot entrance road, which lost approximately six foot of its width, and erosive damage to three or four steel pipes and erosion and undercutting of one of the previously abandoned parking stalls (see photos #7a and #15). It appears also that the primary beach between the parking lot and the water was further eroded.

North of the wayside, the existing beach spit road, which is located in front of Ninilchik Village and services the harbor and fisheries processing facility, received somewhat extensive erosion narrowing it to approximately 12 feet (see photo #'s 16 and 17). This road was not constructed by nor ever maintained by the Division. The property upon which it is located was recently ILMA'd to the Division as public recreation land.

**Recommendations:**

Prior to the formulation of recommendations we await a study of the frequency of flooding for the wayside area which is being conducted by the Corps of Engineers. This report should be completed within the next two weeks.

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LEGIBLY BECAUSE OF POOR QUALITY OF THE  
ORIGINAL.

TO : Chip Demerich  
Director

DATE: February 17, 1986

FILE NO: 5500-39043

TELEPHONE NO:

FROM: Thomas A. Young  
Chief, Park Design and Construction

SUBJECT: Ninilchik Wayside

Our present plans for work at Ninilchik Wayside early this spring include the following:

- 1) Install water well in the upper campground area (approx. \$12,000 to \$16,000)
- 2) Fine-grade beach parking lot surface and dress up bumper logs. (approx. \$1,500)
- 3) Re-grade and compact 250 foot access road (approx. \$500)
- 4) Pump latrines and add fill around concrete pads on northerly latrine (approx. \$750)
- 5) Install all signs not previously installed (approx. \$250)

I recommend that our work be kept to a minimum because of the area's vulnerability to storm action. For this reason, I do not intend to add new gravel surfacing to the entrance road or latrine walkways. Such surfacing would cost approximately \$1,000 more. DOT/PF maintenance forces assisted us last year after the October storm by furnishing a road grader to withdraw sand on the parking lot. We then contracted to have the sand removed. I am hopeful that DOT/PF will again assist us by furnishing a road grader and roller for approximately five hours for items 2 and 3, above. Bill Rieth visited the site just last Friday and reports that the parking lot surface is still in relatively good shape but fine grading would be beneficial.

Our own construction crew will dress up bumper logs, add fill around latrines and install signs at an estimated cost of \$1,500. Latrines are planned to be pumped as a normal operations and maintenance function. However, contractual funds are slim and an additional \$500 would be helpful.

Present project balance is approximately \$16,000 which is sufficient to do the well. To be safe, we should have an additional \$2,000 to \$3,000 more for items 2 thru 5. Yearly maintenance costs could easily run this high and should be considered.

We have also experienced erosion along the trail/steps from the upper campground to the lower area. We are presently looking into this situation. Additional funds will probably be required.

TAY:tae

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ORIGINAL.

# MEMORANDUM

TO: Chip Dennerlein  
Director

DATE: 7 February, 1980

FILE NO: 5110

TELEPHONE NO: 274-4676

FROM: Thomas A. Young *TAY*  
Chief, Design & Construction

SUBJECT: Contracts

<u>Project</u>	<u>Advertising Date</u>	<u>Bid Opening</u>
✓ Totem Eight Viewing Platform	1-23-80	2-22-80
Ninilchik Well	2-6-80	2-29-80
Deep Creek Boat Ramp	2-18-80 (estimated)	3-18-80 (estimated)
Chilkat Ranger Station	3-3-80 (estimated)	4-3-80 (estimated)
Mirror Lake Wayside	2-28-80	3-31-80