

H B

303

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH Z
JUNEAU, ALASKA 99811
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

January 10, 1984

Re: Fiscal Note Transmittal

Distribution

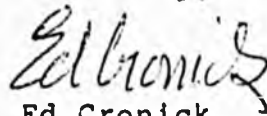
The Department of Transportation and Public Facilities hereby transmits the fiscal note and supporting documentation for the legislation identified below. This transmittal supersedes all previous distributions.

Bill No.: HB 303

Title : "...Pittman Road upgrade and Paving..."

Sponsor : Lacher, Larson

Sincerely,



Ed Cronick
Legislative Liaison
Department of Transportation
& Public Facilities

DISTRIBUTION:

Legislative Finance

Legislative Sponsor

Requestor - ~~House Transportation~~

Office of Management and Budget - Lisa Emerson

Impacted Agency(ies) Attn: Legislative Liaison - N.A.

Regional Directors of Administrative Services - J. Merrill

Regional Director P&P - R. Snell

STATE OF ALASKA
FISCAL NOTE

Revision Date: 11/30/83

I. REQUEST

Bill/Resolution No.: HB 303
 Title: Pittman Road Upgrade and Paving
 Sponsor: Lacher and Larson
 Requestor: House Transportation
 Date of Request: 10/1/83

II. FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: _____
 BRU, Program or Subprogram(s) Affected: Design and Construction

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING				60.4	66.4	73.1
CAPITAL			9,877.2			
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND			9,877.2	60.4	66.4	73.1
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL			9,877.2	60.4	66.4	73.1

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						
TOTAL						

II. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Source of funds to offset fiscal impact of bill not identified by sponsors

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: William R. Snell, Director Phone: 266-1462
 Division: Central Region Planning & Programming Date: 11/30/83

Approved by Commissioner: David W. Hauden Date: 11/30/83
 Department: Deputy Commissioner, Central Region

Distribution:

Original to Legislative Finance
 Copy to Office of Management and Budget (for Legislature introduced bills)
 Copy to Department (for Governor introduced bills)
 Copy to Sponsor
 Copy to Requestor (if different from Sponsor)

9/14/83

HB 303 Analysis:

- A. Impact on Existing Programs: Pittman Road is currently maintained by DOT&PF.
- B. Impact of New Programs or Activities: Will compete against other priorities and needs identified in the capital budget development process.
- C. Figures in Cost Estimate: Developed from information from the consultant location report by DOT&PF Project Development staff. This preliminary cost estimate range of reliability is -10% to +10%.
- D. Additional information: This project was not included in the Department's FY 85 CIP budget request but it is anticipated to be included in the Department's FY 86 CIP budget request. The project preliminary engineering is expected to be completed in FY 84. The road design recommends a 34 foot width road surface with paving.

Pittman Road preliminary engineering is currently under consultant contract.

The cost estimate in FY 84 dollars for the development of this project is:

Engineering:	550,000
Utilities:	913,000
Right of way:	1,100,000
Construction:	<u>5,600,000</u>
	8,163,000

Cost estimated provided for fiscal not have been inflated to FY86 dollars for a total project cost of \$9,135,500 (excluding engineering).

STATE OF ALASKA
FISCAL NOTE

I. REQUEST

Bill/Resolution No.: HB 303
 Title: Pittman Road Upgrade and Paving
 Sponsor: Lacher and Larson
 Requestor: House Transportation

II. FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: _____
 BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING				3,478.9	31.1	34.3
CAPITAL		263.1	4,000.0			
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		263.1	4,000.0	3,478.9	31.1	34.3
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

II. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

None identified in HB 303

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: William R. Snell Phone: 266-1440
 Division: Planning & Programming Date: 4/20/83
 Approved by Commissioner: David W. Haugen Date: 4/20/83
 Department: Deputy Commissioner, Central Region

Distribution:

Original to Legislative Finance
 Copy to Office of Management and Budget (for Legislature introduced bills)
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 Copy to Requestor (if different from Sponsor)

3/8/83

PITTMAN ROAD

Analysis

A cost estimate for this project was prepared in 1981 to upgrade Pittman Road to 26 feet in width and pave it. The following cost estimate was made in FY'81 dollars:

Preliminary Engineering	\$ 131,040
Right-of-Way Acquisition	75,000
Utilities	10,000
Construction	<u>4,892,160</u>
	\$5,619,000

The initial phase of the preliminary engineering on the project is anticipated to be completed under consultant contract by July 1983. One of the tasks to be conducted under this preliminary engineering contract is to develop detailed, reliable cost estimates for the right-of-way acquisition, utility relocation and construction phases of the project. The Design and Construction Division recommends the funding of this project be based upon these detailed cost estimates.

To obtain a rough idea of what the estimated cost could be in current and future dollars, without the benefit of a detailed cost estimate, the 1981 cost estimate was assumed to increase at 10% per year through the life of the project. The following assumptions were made:

1. The additional preliminary engineering was assumed to be done under consultant contract in FY'84 at a cost of \$150,000.
2. The right-of-way acquisition was assumed to be completed in FY'84 for \$99,825. The utility phase was also assumed to be completed in FY'84 for \$13,310.
3. The construction phase was assumed to be carried out in FY'85 and FY'86 under the following funding:

FY'85	\$4,000,000
FY'85	3,478,900

4. Since this project includes the widening of an existing road by approximately one-half lane, maintenance and operations costs are assumed to increase as follows:

FY'87	31,149
FY'88	34,258

The Design and Construction Division emphasizes they consider the above cost estimates to be unreliable until the detailed cost estimate is completed.

Alaska State Legislature

REPRESENTATIVE
BARBARA LACHER
P.O. BOX 478
PALMER, ALASKA 99645
(907) 376-4215



WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4894

House of Representatives

MEMORANDUM

TO: Representative McBride

FROM: Representative Barbara Lacher

DATE: April 19, 1983

RE: House Bill 303

I. HISTORY

In 1980, the State contracted with M & B Construction Company to upgrade Pittman Road which at that time was little more than a wagon trail. The State had conducted a land disposal program in the area and the population was rapidly increasing.

Portions of the road upgrade work was performed with substandard silt materials that becomes a mire when wet and raises long lasting dust clouds when dry. Since the M & B contract work, the state maintenance workers have continued to use immediately available substandard material to make temporary repairs.

In 1981 the residents along Pittman Road petitioned Representative Pat Carney for assistance in obtaining increased road maintenance. The road use was continuing to increase and the road condition continued to deteriorate. Representative Carney introduced legislation which resulted in paving Pittman Road from Church Road to Fishhook Road. Since 1981 the population and road usage along the unpaved portion has continued to increase and the road has further deteriorated.

II. NEED

The average daily traffic count is highest in the summer months, as sections of the road are impossible to travel along in the winter months. In February 1983 a citizen traffic count was taken along Pittman Road, just north of the Parks Highway Intersection, for a 16 hour period. This is the area of heaviest use along the 15.8 mile length of road. The actual count for this period was 848 vehicles. Traffic counts were taken by the use of a counter by DOT/PF for the years 1977 - 1981. DOT/PF discontinued traffic counts along the road in 1982 and have not been conducting them since.

The area directly impacted by House Bill 303 has 373 permanent dwellings, and a total of 1073 residents who live along the road. This does not include seasonal residents. These figures do not take into account the continued growth due to state imposed requirements for the building of permanent structures, within a specified time limit, according to the provisions of State land lotteries.

Safety hazards along the road are numerous and have every indication of worsening over the next year should this project be delayed. The road is so narrow along many sections that two vehicles cannot pass. Numerous blind curves, and the absence of stop signs at intersections threaten life loss in accidents. Potholes, and dust, and peat quagmires have made sections of the road impassable. School Bus accidents have already occurred on the road this last winter, and it is only a matter of time before a serious accident happens.

DOT/PF maintenance of the road is dependent upon the weather conditions. Grading is impossible unless it follows a rain storm, and when done only lasts for a few days to a week due to the heavy use patterns. From July 1 to September 7, 1982 the road was graded 12 times in the 9 week period. For dust control calcium chloride was placed on the road 3 times during the 1982 summer, and 4,000 gallons of dust oil was spread along the road in the same period. In the winter months, from November 1982 to April 1982 the road was plowed 22 times by the state and 4 times by contract plows. These figures are averages, and DOT informed us that they do not have exact counts for maintenance on this road. Constituent P.O.M. s and letters strongly suggest that: (1) the current maintenance is inadequate and (2) that the need for paving and upgrading is urgent for the Safety of the residents of the area.

III. STATUS

The Pittman road project is on the current Mat-Su Borough priority list. It was included in the DOT/PF TIP recommendations to the Governor, and is included on the DOT/PF 6-year Transportation Plan prepared this year. Funding for the project is not included in the Governor's FY '84 Budget.

IV. FUTURE

Scheduled land disposals in the area, as well as new construction this year as a result of earlier disposals attest to continued population increase in the area. Traffic counts can only be expected to increase as well. With already unsafe conditions, we can only expect the situation to become more critical.

V. MAPS

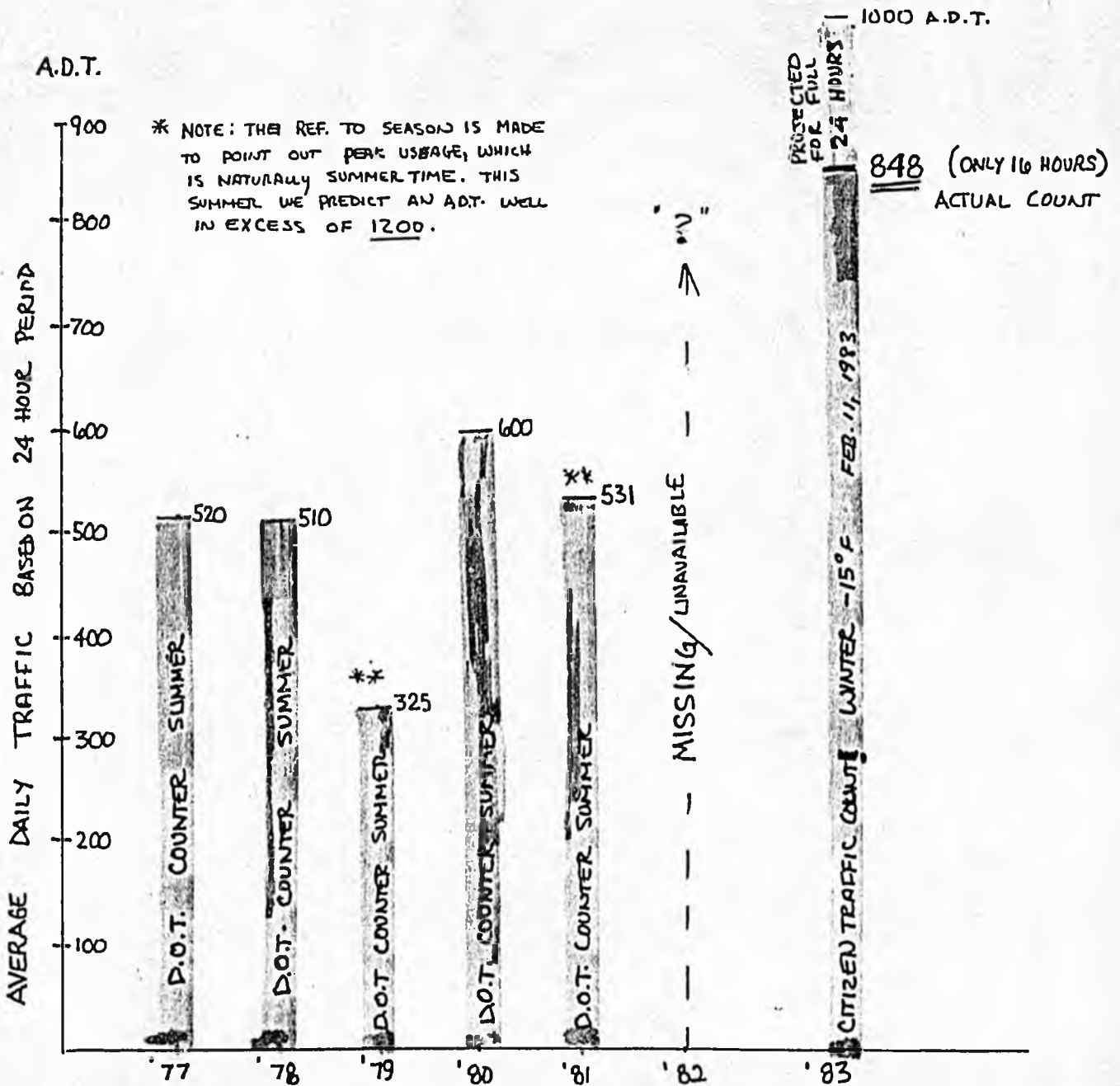
Attached are Borough and DOT/PF Maps of the Pittman Road and surrounding area.

VI. POM'S AND LETTERS

PITTMAN ROAD TRAFFIC DATA

Compiled by Rod Ewing
Feb. 12, 1983

ALL COUNT DATA IS REFERENCED "mp 0". THIS POINT IS JUST NORTH OF THE RAILROAD CROSSING ON PITTMAN ROAD AND APPROXIMATELY ONE HUNDRED YARDS FROM THE INTERSECTION WITH THE PARKS HIGHWAY. THE D.O.T. PROVIDED MECHANICAL COUNTER FIGURES THROUGH 1981, HOWEVER DATA FOR 1982 WAS UNAVAILABLE. THE FIGURE FOR THE 1983 WINTER COUNT WAS OBTAINED THROUGH A VOLUNTEER CITIZEN COUNT WHICH ENCOMPASSED ONLY 16 HOURS ON FEB. 11, 1983.



** THE ACCURACY OF THE '79 & '81 COUNTER TOTALS IS SUSPECT TO BE GROSSLY IN ERROR!

WE, THE UNDERSIGNED, LIVE EITHER ON SCHROCK-PITTMAN ROAD OR USE IT TO ACCESS OUR HOMES DIRECTLY OFF SCHROCK-PITTMAN. WE ARE PETITIONING OUR STATE, THE STATE OF ALASKA, THROUGH OUR ELECTED REPRESENTATIVE, ~~PAT CARMY~~ WE ARE FACED WITH A DIRE HEALTH AND SAFETY EMERGENCY, BROUGHT ON BY A MAJOR INCREASE IN ROAD USE OVER THE PAST FEW YEARS. COINCIDENT WITH NEW HOUSE CONSTRUCTION, THE CURRENT AND EVER GROWING ROAD USE HAS EXCEEDED THE DESIGN CAPABILITY OF THE ROAD. A MAJOR HEALTH HAZARD EXISTS AS A DIRECT RESULT OF THE HIGH DUST LEVELS. THESE SUSPENDED FINE PARTICLES ARE THE LEADING CAUSE OF EYE IRRITATION AND INFECTIONS, AND, MAY CONTRIBUTE TO RESPIRATORY DISTRESS. THE DUST ALSO POSES A SERIOUS PUBLIC SAFETY HAZARD RESULTING IN REDUCED VISIBILITY DURING PEAK USE PERIODS. IT IS NOT SAFE TO ALLOW CHILDREN TO RIDE BICYCLES/HORSEBACK OR EVEN WALK TO THE NEIGHBOR'S HOUSE. COINCIDENT WITH THE HEALTH/SAFETY DILEMMA, THE ROAD SURFACE IS RAPIDLY DETERIORATING. PRESENT METHODS OF STATE MAINTENANCE ARE ADEQUATE FOR ONLY A FEW HOURS OF USE. WE NEED THE ROAD TO BE WATERED THROUGHOUT THE DAY ON A DAILY BASIS AND GRADED MUCH MORE FREQUENTLY. THANK YOU.

PITTMAN
PETITION
SPRING
1981

RESIDENT'S NAME	RESIDENCE	Mailing Address	PHONE
ROD EWING JR	Mi 1.5 PITTMAN	P.O. BOX 623 WASILLA, AK	376-2229
PETE VADIS	Mi 1/2 PITTMAN	Box 1376 Wasilla	
Caryle A Jones	Box 846 mile 1		376-4343
George M. Sorenson	SR Box 2932	Wasilla	376-2222
Maurice J. Repert	2950	Wasilla	
Paula D. Manning	SR Box 2870	Wasilla	
Ann Russian	P.O. Box 620	Wasilla	376-5172 ✓
LELAND D. BOWMAN	1941 EASTRIDGE	ANCH.	
MICHAEL P. O'NEILL	P.O. Box 238	WASILLA AK	
Jack W. Hattis	ST RT Box 2888	Wasilla	
Kathy Chute	Mi-1 Pittman	8430 Richards Rd Anch.	337-2677
John Casquella	Rainbow Lake	P.O. Box 1363	376-5584 ✓
John Brody	P.O. Box 983	Wasilla	376-2773 ✓
Henry Borchert	P.O. Box 983	Wasilla	376-2773 ✓
Arthur M. Holman	P.O. Box 846	Palmer	376-5621
Edwin Hankin	SR Box 2146	Wasilla, AK	592-2237

WE, THE UNDERSIGNED, LIVE EITHER ON SCHROCK-PITTMAN ROAD OR USE IT TO ACCESS OUR HOMES DIRECTLY OFF SCHROCK-PITTMAN. WE ARE PETITIONING OUR STATE, THE STATE OF ALASKA, THROUGH OUR ELECTED REPRESENTATIVE, PAT CARNEY. WE ARE FACED WITH A DIRE HEALTH AND SAFETY EMERGENCY, BROUGHT ON BY A MAJOR INCREASE IN ROAD USE OVER THE PAST FEW YEARS. COINCIDENT WITH NEW HOUSE CONSTRUCTION, THE CURRENT AND EVER GROWING ROAD USE HAS EXCEEDED THE DESIGN CAPABILITY OF THE ROAD. A MAJOR HEALTH HAZARD EXISTS AS A DIRECT RESULT OF THE HIGH DUST LEVELS. THESE SUSPENDED FINE PARTICLES ARE THE LEADING CAUSE OF EYE IRRITATION AND INFECTIONS, AND, MAY CONTRIBUTE TO RESPIRATORY DISTRESS. THE DUST ALSO POSES A SERIOUS PUBLIC SAFETY HAZARD RESULTING IN REDUCED VISIBILITY DURING PEAK USE PERIODS. IT IS NOT SAFE TO ALLOW CHILDREN TO RIDE BICYCLES/HORSEBACK OR EVEN WALK TO THE NEIGHBOR'S HOUSE. COINCIDENT WITH THE HEALTH/SAFETY DILEMMA, THE ROAD SURFACE IS RAPIDLY DETERIORATING. PRESENT METHODS OF STATE MAINTENANCE ARE ADEQUATE FOR ONLY A FEW HOURS OF USE. WE NEED THE ROAD TO BE WATERED THROUGHOUT THE DAY ON A DAILY BASIS AND GRADED MUCH MORE FREQUENTLY. THANK YOU.

Pittman
Petition - Spring
1981

RESIDENTS NAME	RESIDENCE	Mailing Address	PHONE
Lloyd Rude	Beverly L.K. Rd.	Box 359 Wasilla	None
Kellie Mackay	S.P. Box 2905	Schrock-Pittman	376-5925
Jeanne Kelly	S.R. Box 2911	Schrock-Pittman?	
Lois Neisewander	"	Schrock-Pittman	
Angelba Chaudhri	Rainbow Lake	Box 530 Wasilla	376-5366
Rona Chamberlain	Rainbow Lake	Box 530 Wasilla	376-5366
David Phillips	Pittman School	PO Box 429 Wasilla	
Matt Graham	Palmer - mi. 1.2	1 Wasilla Ave	376-3614
Barbara Beave	Pittman - mi. 1.2	Wasilla	376-3944
Robert J. Bowe	" " " "	" " " "	" " " "
Donna Latta	Sumner Lake	S.P. Box 2908 Wasilla	376-3744
Shirley Morgan	Sumner Lake	S.P. Box 2910	
Erlyn Coperbarger	Box 1650	Wasilla	
Raf Coperbarger	Box 1650	Wasilla	
David M. Latt	MILE 3.8	PITTMAN RD.	
Lola A. Smith	Sumner Lake P.O. Box 513	Palmer	376-4358
Ellen B. Beers	Scott Lake	S.R. 2918	Wasilla
Leo Anderson	Scott Lake	P.O. Box 992	Wasilla 376-2070

WE, THE UNDERSIGNED, LIVE EITHER ON SCHROCK-PITTMAN ROAD OR USE IT TO ACCESS OUR HOMES DIRECTLY OFF SCHROCK-PITTMAN. WE ARE PETITIONING OUR STATE, THE STATE OF ALASKA, THROUGH OUR ELECTED REPRESENTATIVE, PAT CARNEY. WE ARE FACED WITH A DIRE HEALTH AND SAFETY EMERGENCY, BROUGHT ON BY A MAJOR INCREASE IN ROAD USE OVER THE PAST FEW YEARS. COINCIDENT WITH NEW HOUSE CONSTRUCTION, THE CURRENT AND EVER GROWING ROAD USE HAS EXCEEDED THE DESIGN CAPABILITY OF THE ROAD. A MAJOR HEALTH HAZARD EXISTS AS A DIRECT RESULT OF THE HIGH DUST LEVELS. THESE SUSPENDED FINE PARTICLES ARE THE LEADING CAUSE OF EYE IRRITATION AND INFECTIONS, AND, MAY CONTRIBUTE TO RESPIRATORY DISTRESS. THE DUST ALSO POSES A SERIOUS PUBLIC SAFETY HAZARD RESULTING IN REDUCED VISIBILITY DURING PEAK USE PERIODS. IT IS NOT SAFE TO ALLOW CHILDREN TO RIDE BICYCLES/HORSEBACK OR EVEN WALK TO THE NEIGHBOR'S HOUSE. COINCIDENT WITH THE HEALTH/SAFETY DILEMMA, THE ROAD SURFACE IS RAPIDLY DETERIORATING. PRESENT METHODS OF STATE MAINTENANCE ARE ADEQUATE FOR ONLY A FEW HOURS OF USE. WE NEED THE ROAD TO BE WATERED THROUGHOUT THE DAY ON A DAILY BASIS AND GRADED MUCH MORE FREQUENTLY. THANK YOU.

Dustman Petition
SP 140

RESIDENT'S NAME	RESIDENCE	MAILING ADDRESS	PHONE
Koddy Sands	Anch ^{cabin}	9599 Brayton	344-099
Ray Johnson	Anch ^{cabin}	9599 Brayton	344-0990
Louann O'Conna	Anch ^{cabin}	1200 W Diamond ¹¹⁰²	349-610
Clyde W Smith	Anch ^{cabin}	1200 W Diamond ¹¹⁰²	549-610
Kane Bair		Box 81 Wasilla	376-58
P. Sandlin		Box 531 Wasilla	376-58
Tonya Perry		SR Box 2320 Big Lake	892
Norman D Walker	Fishing Anch	PO Box 752 Chugiak	99
Jerry W. Fleisher	Skinner Lake	WASILLA, AK	
Peter Sapiro	Pittman Rd	SR Box 2867 Wasilla, Ak	
John B. Sapiro	Pittman Rd	SR Box 2867 Wasilla, Ak	
Stina Kalluth	Cabin	Pouch 7-025 Anohmag ⁹⁹	
Wayle M. Janock	RAINBOW LK.	SR Bx 2864 WASILLA	376-5
Wm C. Fowler	Beverly Lake, lot B,	WASILLA, AK.	
Hubert Carl		PO Box 917, WASILLA, AK, 99687	
Ray Kullback		SR PO BOX 2891 WASILLA AK.	
Clare Hampton		PO 214 Big Lake, AK	99687
Curtis M. Holman		PO 848 Palmer	376-56.

WE, THE UNDERSIGNED, LIVE EITHER ON SCHROCK-PITTMAN ROAD OR USE IT TO ACCESS OUR HOMES DIRECTLY OFF SCHROCK-PITTMAN. WE ARE PETITIONING OUR STATE, THE STATE OF ALASKA, THROUGH OUR ELECTED REPRESENTATIVE, PAT CARNEY. WE ARE FACED WITH A DIRE HEALTH AND SAFETY EMERGENCY, BROUGHT ON BY A MAJOR INCREASE IN ROAD USE OVER THE PAST FEW YEARS. COINCIDENT WITH NEW HOUSE CONSTRUCTION, THE CURRENT AND EVER GROWING ROAD USE HAS EXCEEDED THE DESIGN CAPABILITY OF THE ROAD. A MAJOR HEALTH HAZARD EXISTS AS A DIRECT RESULT OF THE HIGH DUST LEVELS. THESE SUSPENDED FINE PARTICLES ARE THE LEADING CAUSE OF EYE IRRITATION AND INFECTIONS, AND, MAY CONTRIBUTE TO RESPIRATORY DISTRESS. THE DUST ALSO POSES A SERIOUS PUBLIC SAFETY HAZARD RESULTING IN REDUCED VISIBILITY DURING PEAK USE PERIODS. IT IS NOT SAFE TO ALLOW CHILDREN TO RIDE BICYCLES/HORSEBACK OR EVEN WALK TO THE NEIGHBOR'S HOUSE. COINCIDENT WITH THE HEALTH/SAFETY DILEMMA, THE ROAD SURFACE IS RAPIDLY DETERIORATING. PRESENT METHODS OF STATE MAINTENANCE ARE ADEQUATE FOR ONLY A FEW HOURS OF USE. WE NEED THE ROAD TO BE WATERED THROUGHOUT THE DAY ON A DAILY BASIS AND GRADED MUCH MORE FREQUENTLY. THANK YOU.

Pittman Rd
Petition signed
8/1

RESIDENT'S NAME	RESIDENCE	MAILING ADDRESS	PHONE
David Ness	mile 3 Pittman Schrock	st Rt 2928	376-5730
C.R. Matheson	mi 3.2 Pittman Schrock	Box 384	376-2258
Judy Matheson	M. 3.2 Pittman Schrock	Box 384	376-2258
Lynn Shine	M. 3.5 Pittman Schrock	Box 2930	376-5975
Linda J Shine	M. 3.5 Pittman Schrock	Box 2930	376-5975
1999 Times	Box 414	Wasilla Alaska	
Clair D. Randall	S.R. Box 2880	Wasilla AK	376-3131
Steve B. Randall	A.R. Box 2880	Wasilla AK	99687
Robert N. Walker	st. Rt 2859	Wasilla AK	99687 376-5970
Charles Walker	S.R. Box 2859	Wasilla, AK	99687 376-5970
Lynn Shalman	P.O. Box 596	wasilla	376 5026
Richard D. Lewis	Box 1492	wasilla	892 6657
Rosalee Lewis	P.O. Box 1492	" "	892 6657
A. Ruth Denny	S.R. Box 2912	wasilla	376-2258
Jacuz Ripken	82015 BIRCHES DRIVE	SAME	272-2822
C. F. McKay	Rainy Co Lake,		
Belinda T. McKay	" "		
Susan Darby	Box 469	Eagle River, Ak.	

WE, THE UNDERSIGNED, LIVE EITHER ON SCHROCK-PITTMAN ROAD OR USE IT TO ACCESS OUR HOMES DIRECTLY OFF SCHROCK-PITTMAN. WE ARE PETITIONING OUR STATE, THE STATE OF ALASKA, THROUGH OUR ELECTED REPRESENTATIVE, PAT CARNEY. WE ARE FACED WITH A DIRE HEALTH AND SAFETY EMERGENCY, BROUGHT ON BY A MAJOR INCREASE IN ROAD USE OVER THE PAST FEW YEARS. COINCIDENT WITH NEW HOUSE CONSTRUCTION, THE CURRENT AND EVER GROWING ROAD USE HAS EXCEEDED THE DESIGN CAPABILITY OF THE ROAD. A MAJOR HEALTH HAZARD EXISTS AS A DIRECT RESULT OF THE HIGH DUST LEVELS. THESE SUSPENDED FINE PARTICLES ARE THE LEADING CAUSE OF EYE IRRITATION AND INFECTIONS, AND, MAY CONTRIBUTE TO RESPIRATORY DISTRESS. THE DUST ALSO POSES A SERIOUS PUBLIC SAFETY HAZARD RESULTING IN REDUCED VISIBILITY DURING PEAK USE PERIODS. IT IS NOT SAFE TO ALLOW CHILDREN TO RIDE BICYCLES/HORSEBACK OR EVEN WALK TO THE NEIGHBOR'S HOUSE. COINCIDENT WITH THE HEALTH/SAFETY DILEMMA, THE ROAD SURFACE IS RAPIDLY DETERIORATING. PRESENT METHODS OF STATE MAINTENANCE ARE ADEQUATE FOR ONLY A FEW HOURS OF USE. WE NEED THE ROAD TO BE WATERED THROUGHOUT THE DAY ON A DAILY BASIS AND GRADED MUCH MORE FREQUENTLY. THANK YOU.

Pittman
 Petition
 8/1
 Spill

RESIDENT'S NAME	RESIDENCE	MAILING ADDRESS	PHONE
Joseph M. Sullivan	Mi 3 1/2	2932-C	Wasilla, Ak
Walter Roman	Mi 3 2/10	2931-B	Wasilla
Emma Bzirnoff	Mi. 4	Bx 4414	Wasilla Alaska
Camarcha A. Buckle	Mi 4	PO Box 1137	Wasilla
William A. Buckle	Mi 4	PO Box 1137	Wasilla
David C. Edmister	Mi 4	ST. RT Box 2942	Wasilla
Charles D. Oyst	Mi 4	SR 2945	11
Kenneth L. Ketchum	Mi 4	STRT 2955	Wasilla
John W. Ketchum	Mi 4	P.O. Box 11	Wasilla
Virginia Ketchum	Mi 5.4	Box 2955	Wasilla
Ed J. Skerrett	MILE 3.6	S.R. Box 2941	WASILLA
Michael Skerrett	MILE 3.6	S R. BOX 2941	WASILLA
Opal A. Skerrett	MILE 3.6	U.P. Box 2941	Wasilla
Tom Peltjohr	mile 3.8	ST RT Box 2940	Wasilla
Paula Peltjohr	Mile 3.8	SR Box 2940	Wasilla
David Sandulak	Mile 3.5	SR Box 2935	Wasilla
W.D. Acas	Mile 3	SR Box 2928	Wasilla
Ch. Miller	Mile 1.2	Box 2936	Wasilla Ak

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Pittman Rd
Petition
Spring 1981

RESIDENT'S NAME	RESIDENCE	MAILING ADDRESS	PHONE
Steve Johnson	Rainbow Lake	Box 1051 Wasilla, AK.	376 5925
Roge Johnson	"	"	"
Verna Stiffenkagen	Rainbow Lake	P.O. 2488 Palmer AK.	376 55
Deann Frisby	"	P.O. Box 504 Palmer Alaska	745-44
Sue Gonzales	Valley T.V.	P.O. Box 45 Big Lake	89264
BETTY BARUE	Ridge Crest Dr.	P.O. Box 650 - Wasilla	
LAON BARUE	" " "	P.O. Box 650 - Wasilla	
Daniel Wrape	R/V	SR. 3242 WASILLA	
Hubert Collins	South St.	SP 2922 Wasilla	
Timmy Papbert	Schrock Pittman	P.O. Box 10-2134 Anch. AK 99511	
Linda M. Scheuk	Rainbow Lake	9910 Whitefish Anch. Alaska	
Bacel Jellies	Schrock Rd.	P.O. Box 210 Wasilla Alaska	99687
Leslie P. Harris	SEYMOUR LAKE	P.O. BOX 637 WASILLA AK	99687
Norm L. Harris	Seymour Lake	P.O. Box 637 Whitefish Alaska	99687
Joseph Mosler	Recreation	P.O. Box 10-1731 Anchorage AK	99511
Calvin Vander	Beverly Lake	Box 2 Wasilla	376 4335
Theretta Sand	South Lake	Wasilla, AK	99687
Brad Hall	Fuller Lake	W.P.O. Box 2527 Palmer, A.	7964

181
Space Petter
Pittman

Dec. 17th 18 1-u-

Gill Bush P.O. Box 19 WASILLA AK 9-647

Elli Mahoney - ST. RT. BOX 2498-A WASILLA

Krupa, Annette, Joseph, Marjorie

POY BOX 158, Wasilla

~~_____~~
~~_____~~
~~_____~~

C

CC

John ...
Paul Cheney

Douglas Jct. St. Co. 3585 Wash.
Scott Lake 17-305 99687
3764242

Jennifer Thompson

Scott Lake P.O. Box Bq 99687
17-305 Lake

Jerry L. McTulen

Rainbow Lake Apt 2868 99687

CS

83-00012706 PKTY 1 03/03/83 17:34:04 ORIG: LMO1 IN= 0001 OUT= 077
FROM: JUDY/MATSU TO: JUNEAU INFO.
SUBJECT: LJHL SUPJ: P.D.I.S.

JUDY/MATSU 3/3/83

TO: REPRESENTATIVE LACHER

FROM: DR. VON MITTON

WHAT IS THE STATUS OF PITTMAN-SCHROCK ROAD PAVING PROJECT? IS THERE ANYTHING I CAN DO TO EXPEDITE THE PAVING?

MSG 4848 MARTIE/MATSU 3/31 1:55 PM

TO: REPS. LACHER AND LARSON

FROM: VIRGINIA ELKINS
STAR ROUTE BOX 2941-E
WASILLA
PHONE: 376 3810

THANK YOU FOR HB303, PAVING OF PITTMAN RD. THE ROAD IS DANGEROUS, FALLING APART, FULL OF POTHoles, AND IS RUINING OUR VEHICLES. IT IS ICY ON THE WINTER AND DUSTY IN THE SUMMER. LETTERS WILL FOLLOW.

Sharon J. Hess
Star Route, Box 2928
Wasilla, Alaska 99587
April 1, 1983

APR 7 1983

Commissioner Dan Casey
Dept of Transportation
Pouch Z
Juneau AK 99811

Dear Commissioner Casey

I support House Bill 303 concerning paving of the Pittman-Schrock Road.

It has been in serious need for quite a few years. Use of the road has exceeded its capacity. It is now a very serious hazard to drive the three miles that I have to use. There is so much dust that it is almost impossible to breathe. Numerous potholes cause control and front-end problems.

There are three subdivision roads where people do not stop when coming out on the Pittman-Schrock Road. Many do this at 30 or 40 MPH. There are no stop signs. On one blind corner with mailboxes on a curve, people park at the mail boxes. As you drive around the curve, you are confronted with a car in the road with no way of knowing whether you can pass safely. It's a wonder no really serious accidents have occurred at this location yet.

We have one curve that has a steep bank on one side. A trail is worn on the bank where cars are always driving on the bank because of improper banking when the road was built. I hope it won't be the school bus one of these days.

There was a time when the school bus went off the road on a causeway (through a lake) which is almost too narrow for two cars to pass, let alone a bus and truck. Luckily, the lake was frozen at the time.

Many reasons exist why the road should be improved (paved). A large population (because of subdividing mostly) is now using the road.

Sincerely,


Sharon J. Hess

CC: Governor Sheffield
Senator Kerttula
Rep. Lacher
Rep. Larson

CG 63-00008417 PRTY 1 04/14/83 10:03.38 ORIG: LMC0 IN= 0002 OUT= 0012
FROM: MARTIE/MATSU TO: JUNEAU INFORMATION
TARGET: LUHL SUBJ: POM'S

TO: REPRESENTATIVES CATO, M.W.MILLER, ABCOB, PHILLIPS, LACHER, HERRMANN,
SEYMANSKI, MOBRIDE, DAVIS, AND LARSON

FROM: DR. VON KITTON
PO BOX 2200
MADILLA 99687

APR 15 1983

E. H9 303

SUPPORT THE BILL AND ENCOURGE YOU TO PUSH IT. I WILL DO ANYTHING I CAN
O HELP. LET ME KNOW WHAT WOULD BE BEST.
HE PAVING IS NEEDED FOR SAFETY.

MSG 83-00006529 PRTY 1 04/07/83 17:40.55 ORIG: LM00 IN= 0012 OUT= 0139
FROM: MARY/MATSU TO: JNU INFO
TARGET: LJHL SUBJ: P.O.M.

TO: SENATOR KERTTULA
REF. LACHER
REF. LARSON

APR 15 1983

FR: JERRY L MCINTIRE
TUNDRA TOURS DRIVER & HOME OWNER ON PITTMAN ROAD
SR BOX 2868
WASILLA 99687
HM: 376-4048 WK: 376-5354

RE: UPGRADING OF PITTMAN ROAD
THE ROAD FROM THE PARKS HIGHWAY TO BIG LAKE SAND & GRAVEL (PHILLIPS CORNER),
ABOUT 3 MILES IN LENGTH, IS IN VERY ROUGH CONDITION DUE TO THE GRAVEL
TRUCKS. IT IS GRADED ONE DAY AND FULL OF HOLES THE NEXT. ON TOP OF THE HILL
THERE IS NO ROAD BASE, JUST PEAT. I HAVE HAD A BUS DROOP TO THE AXLES IN
THE SPRING TIME. YOU CANNOT PASS TWO BUSES SIDE BY SIDE ON MOST OF THE
ROAD. THE ROAD IS TEARING THE BUSES APART.

APR 7 1983

Sharon J. Hess
Star Route, Box 2926
Wasilla, Alaska 99687
April 1, 1983

Commissioner Dan Casey
Dept of Transportation
Pouch Z
Juneau AK 99811

Dear Commissioner Casey

I support House Bill 303 concerning paving of the Pittman-Schrock Road.

It has been in serious need for quite a few years. Use of the road has exceeded its capacity. It is now a very serious hazard to drive the three miles that I have to use. There is so much dust that it is almost impossible to breathe. Numerous potholes cause control and front-end problems.

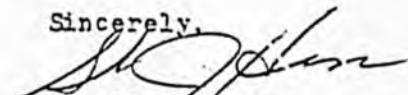
There are three subdivision roads where people do not stop when coming out on the Pittman-Schrock Road. Many do this at 30 or 40 MPH. There are no stop signs. On one blind corner with mailboxes on a curve, people park at the mail boxes. As you drive around the curve, you are confronted with a car in the road with no way of knowing whether you can pass safely. It's a wonder no really serious accidents have occurred at this location yet.

We have one curve that has a steep bank on one side. A trail is worn on the bank where cars are always driving on the bank because of improper banking when the road was built. I hope it won't be the school bus one of these days.

There was a time when the school bus went off the road on a causeway (through a lake) which is almost too narrow for two cars to pass, let alone a bus and truck. Luckily, the lake was frozen at the time.

Many reasons exist why the road should be improved (paved). A large population (because of subdividing mostly) is now using the road.

Sincerely,



Sharon J. Hess

CC: Governor Sheffield
Senator Kerttula
Rep. Lacher
Rep. Larson

ARY/MATSU - 4/8/83 - 6681

O: SENATOR KERTTULA

REP. LARSON, LACHER, CATO, M.MILLER, ABOOD, PHILLIPS, HERRMANN,
SZYMANSKI, MCBRIDE, DAVIS

R: LARRY CARROLL

TUNDRA TOURS SCHOOL BUS DRIVER

P O BOX 67

WASILLA 99687

WK: 376-5354

HM: 745-5456

E: PITTMAN ROAD PAVING

DRIVE ROUTE 57 WHICH INCLUDES DRIVING OVER PART OF PITTMAN ROAD.
IT IS MY DESIRE THAT SOMETHING CAN BE DONE FOR IMPROVING THE CONDITION
OF THIS ROAD. MY BUS HAS BEEN KNOCKED OUT OF ALIGNMENT RECENTLY ON
THIS ROAD. THE SAFETY OF MY CHILDREN IS MY MAIN CONCERN.

ARY/MATSU - 4/8/83 - 6681

O: SENATOR KERTTULA

REP. LARSON, LACHER, CATO, M.MILLER, ABOOD, PHILLIPS, HERRMANN,
SZYMANSKI, MCBRIDE, DAVIS

R: RAY MORGAN

TUNDRA TOURS BUS DRIVER

P O BOX 67

WASILLA 99687

E: PITTMAN

PITTMAN ROAD IS NOT A VERY SAFE ROAD. THERE ARE AT LEAST FIVE BLIND CURVES
WITH BARELY ENOUGH ROOM FOR TWO CARS. THE ROAD HAS SEVERAL LARGE SPOTS THAT
ARE VERY SOFT CLAY AND, WHEN IT RAINS, THEY BECOME QUAGMIRES. THE ROAD MUST
BE STRAIGHTENED AND PAVED. IF THE PAVING IS DONE WITHOUT STRAIGHTENING AND
STRENGTHENING THE ROAD BED, IT WILL BECOME A FAST DANGEROUS ROAD.

MSG 83-00005769 PRTY 1 04/05/83 16:28:20 ORIG: LM01 IN= 0005 OUT= 0148
FROM: JUDY/MATSU TO: JUNEAU INFO.
TARGET: LJHL SUBJ: P.O.MS.

MESS. 45719 JUDY/MATSU 4/5/83

TO: SENATOR KERTTULA
REPRESENTATIVE LARSON AND LACHER

FROM: JOHN BOZINOFF
P.O. BOX 414
WASILLA 99687 PH.376-5746

APR - 6 1983

RE: UPGRADING AND PAVING PITTMAN ROAD

THE INCREASE IN POPULATION IN OUR AREA HAS BROUGHT AN INCREASE IN TRAFFIC.
THE POTENTIAL OF AN EVEN HIGHER INCREASE IS DUE TO A LOT OF AVAILABLE LAND.
THE HIGHWAY DEPARTMENT COST TO MAINTAIN THE PRESENT INADEQUATE ROAD SHOULD
JUSTIFY PAVING.

11 1700 4:00 PM

REFS. LARSON AND LACHER

DM: PEGGY PUTNAM
GENERAL DELIVERY
WASILLA 99687
PHONE: 376 3432

APR - 5

HB303

THANK YOU FOR HB 303, PAVING OF PITTMAN CHROCK RD. IT IS A DANGEROUS ROAD THE
IT IS NOW WITH ALL THE HILLS AND SHARP CURVES. SOMEDAY A SCHOOL BUS IS GO-
TO GET HIT BECAUSE SOMEONE WILL COME OVER THE HILL AND THERE IT WILL BE-
CK!

MARY/MATSU - 4/1 - 5067

TO: SENATOR KERTTULA
REPS. LACHER, LARSON, CATO, MILLER, ABOOD, DAVIS, HERRMANN, MCBRIDE,
PHILLIPS, SZYMANSKI

APR - 4 1983

FR: MARGARET LOVEJOY
SR BOX 2924A
WASILLA 99687 PH: 376-6927

I FEEL HB 303, PAVING OF PITTMAN ROAD, IS LEGISLATION OF VITAL IMPORTANCE TO RESIDENTS WHO HAVE ACCESS TO PITTMAN ROAD. THE OVERALL CONDITION OF THE ROAD IS DEPLORABLE. THE TRAFFIC LOAD OF 1100 PER DAY JUSTIFIES A PAVED ROAD, THE DUST CONDITIONS ARE UNDESCRIBABLE. THE PAVING SHOULD NOT BE DELAYED BUT DONE IN 1983. THANK YOU.

MARY/MATSU - 4/1 - 5067

O: SENATOR KERTTULA
REPS. LACHER, LARSON, CATO, MILLER, ABOOD, DAVIS, HERRMANN,
MCBRIDE, PHILLIPS, SZYMANSKI

R: ED, SHARON & DAVID HESS
SR BOX 2928
WASILLA 99687 PH: 376-5730

APR - 4 1983

WE SUPPORT THE PASSAGE OF HB303, PAVING OF PITTMAN ROAD. THE HAZARDS OF THE ROAD INCLUDE, DUST TO POINT CAN NEITHER BREATHE OR SEE, APPROXIMATELY 90' CURVES WITH IMPROPER BANKING, TOO NARROW FOR PARKING BUT PEOPLE DO ANYWAY, SUBDIVISIONS WITH NO STOP SIGNS COMING ON TO THE ROAD, AT SOME TIMES UNABLE TO HAVE SCHOOL BUSES TRAVEL THE ROAD, OVERTAXED WITH POTHoles. BETTER FOLLOWS. THANK YOU.

MAR 8 1983

Peter E. & Shirley D. Dreith
P.O. Box 404
Wasilla, AK 99667

March 1, 1983

Ronald L. Larson
Box 53
Palmer, AK 99645

Dear Mr. Larson:

Sometime around 1961, the state improved our Homestead Road from Schrock Road to the highway at Pittman (now called Pittman Road). If my memory serves me right, it was done at a cost of only \$40,000. It wasn't much of a road, but it was an improvement for several years, until the very thin layer of gravel disappeared and the road wore out. After that it became a nightmare. I remember one time when I had to get a neighbor with a D-8 cat to pull me out at break-up time.

About four years ago, the state upgraded the first five miles of the Pittman end of the road. That section is now fairly stable and does not go out at break-up time. They completely ignored the last four miles that now connects with the church road.

When the state maintenance section grades Pittman Road in the summer, most of the time they do not even put the blade down until they get to the West end of the road that was upgraded. When we ask them why, they tell us that they can do no good on our end because there is nothing but dirt or mud for surfacing.

I believe that in the next two years, approximately thirty-five families are going to have to build and move onto their lots in the state sub-division 'Greensword' or lose them. They must be living on their lots to comply with state lottery regulations. This will again increase the amount of traffic on a road that is not passable in the spring without severe damage to our vehicles.

If we have a bad break-up again this year, the road can become impassable. One of the two school busses that travel the entire length of this road was off the road and in the ditch this winter because of unsafe road conditions. Some curves are banked the wrong way, some not banked at all, and the road is rough and narrow in places.

I would suggest that to get a true picture of the last four miles of this road (East end), you contact the State Division of Highway Maintenance section at Palmer.

We think it is deplorable and a disgrace that with all the money the state has had, and still does this year, to ignore the needs of all the families, and allow a twenty-four year old road to remain in this condition. We don't think it is necessary to wait until some of our school children are killed or injured on

our school busses, to get this road upgraded to a safe driving condition.

Any help we can get on this matter will be appreciated and expected.

Sincerely,

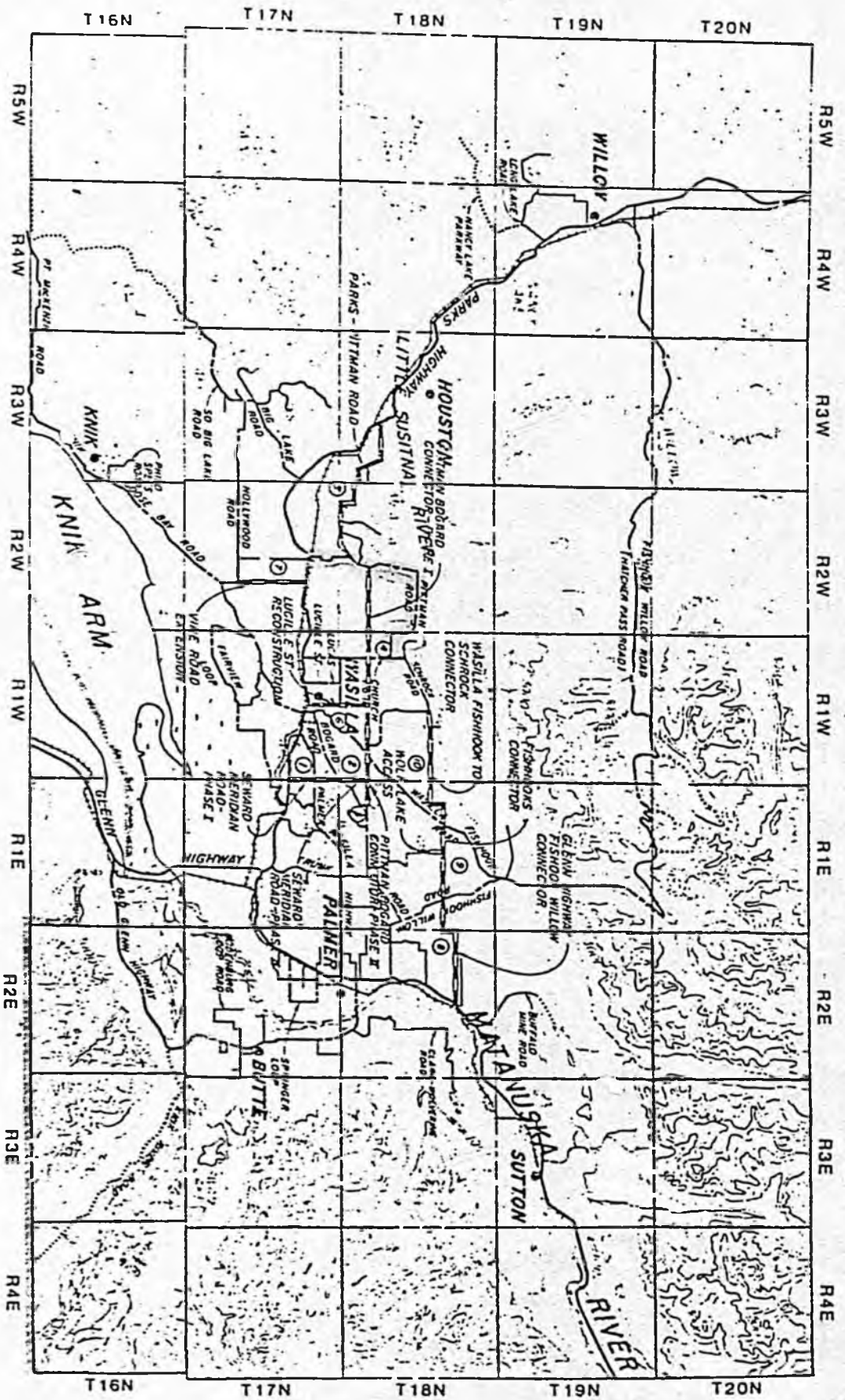
Peter E. & Shirley D. Dreith

Peter E. &
Shirley D. Dreith

PED/ma

cc: Gov. Sheffield
Barbara Lacher
Jalmar Kerttula

NOTE: ORIGINAL DOCUMENT IS COLOR-CODED. IF NECESSARY
TO PROPER INTERPRETATION, REFER TO ORIGINAL DOCUMENT
IN THE ALASKA STATE ARCHIVES



PROJECT NO. _____
 DATE _____
 DRAWN _____
 CHECKED _____

REVISIONS:

LEGEND:
 CAPITAL IMPROVEMENTS PROJECTS
 AIR ROADS
 COLLECTOR ROADS
 ARTERIAL ROADS
 STATE ROADS

PROJECT INVESTIGATION NUMBERS

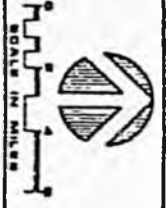
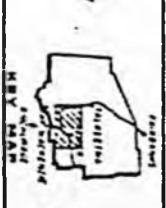


FIGURE 11
 6-YEAR CAPITAL
 IMPROVEMENT PLAN
 MATANUSKA-SUSITNA BOROUGH



STATE HIGHWAY SYSTEM MAP
PALMER MAINTENANCE STATION
DOT/PF MAY 1978
SHEET 4 of 10