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389

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: 4/16/84

REQUEST

Bill/Resolution No.: CSSB 389 (Finance)
Title: Kenai River Bridge - Section 1

Sponsor: Gilman, P Fischer
Requestor: Senate Trans. Committee
Date of Request: 2/16/84

FISCAL DETAIL

Agency Affected: DOT&PF
Program Category Affected: D&C

BRU, Program or Subprogram(s) Affected:

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 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS			20.0	20.0	20.0	20.0
TOTAL OPERATING						
CAPITAL		5,672.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		5,672.0	20.0	20.0	20.0	20.0
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by bill sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462
Division: Planning Date: 4/16/84
Approved by Commissioner: R.J. Knapp Date: 4/18/84
Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

ANALYSIS CSSB 389 - SECTION 1

1. Would increase the maintenance and operations budget for the Department.
2. Fiscal impact on new programs or activities: Unknown
3. Cost estimate prepared by Design and Construction based on data provided from project design; Departmental M&O standard costs based on \$5,500 per lane mile (12 ft. widths -- approximately 2 miles)
4. This project would fund:
 - a. Construction of a bridge over the Kenai River.
 - b. Construct a road from bridge to Funny River Road (South) and from the bridge to Scout Lake Road (North).

Cost estimate includes Design Completion (bridge design completion, materials work, and specifications update), ROW, Utilities, and Construction.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: CSSB 389
Title: Tunukak River Bridge, Section 2

FISCAL DETAIL

Agency Affected: DOT&PF
Program Category Affected: _____

Sponsor: Gilman, P. Fischer

BRU, Program or Subprogram(s) Affected: _____

Requestor: Update for Committee Sub.

Date of Request: ---

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL		750.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		750.0				
FEDERAL FUNDS						
OTHER						
TOTAL		750.0				

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS: Attach a separate page for analysis

Prepared By: John Simpson Phone: 789-6261

Division: Standards & Technical Services Date: 4-16-84

Approved by Commissioner: R. J. Knapp *AK* Date: 4-18-84

Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

12/1/83

Analysis - CSSB 389 - Section 2

The cost estimate was provided by the DOT&PF Bridge Design Section, and would construct sheet pile abutments to protect the bridge between the village and the airport from storm damage.

DETAILS:

Sheet pile abutment and bank protection	\$430,000
Backfile	45,000
Move existing bridge	20,000
Gabion Energy Dissapators	15,000
Mobilization	<u>100,000</u>
	\$610,000
Preliminary engineering & construction	<u>140,000</u>
TOTAL	<u>\$750,000</u>

Alaska State Legislature



POUCH V
JUNEAU, ALASKA 99811

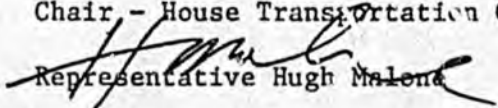
P. O. BOX 9
KENAI, ALASKA 99611

REPRESENTATIVE HUGH MALONE

APR 16 1984

April 16, 1984

TO: Representative Bette Cato
Chair - House Transportation Committee

FROM: 
Representative Hugh Malone

SUBJECT: SB 389

The Kenai River/Funny River Bridge project is one that has been identified by local and state authorities for over 20 years. It has been documented by community need and economic factors in attached pages from the Kenai Regional Transportation Study, published by DOT/Pf and jointly prepared by DOT/Pf, Kenai Peninsula Borough and the Cities of Soldotna, Kenai, Homer, Seward, Seldovia, etc.

Salient features are as follows:

1. Provide access to a large area on the southeast side of the Kenai River. Borough tax records show approximately 200 families with 576 persons in the area. Assess is currently in the 17-mile Funny River Road following the Kenai River from Soldotna.

A large portion of Funny River Road passes through federal land of the Kenai Wildlife Refuge (formerly the Kenai National Moose Range). The road was constructed many years ago to minimum access standards and poses grave safety problems due to its narrow width and current high traffic levels. Accidents are frequent (see attached Peninsula Clarion article). School buses have a treacherous time in the severe weather conditions during winter and break up. Routing keeps children on the buses far longer than necessary.

2. The Bridge project is far more cost effective and removes much of the need for upgrade and realignment of Funny River Road. The project cost is under \$6 million while DOT/Pf's cost estimates of reconstructing for the 17 miles of the road run as high as \$1 million per mile.
3. Provides faster and improved ambulance, fire and public safety access to families on the south side of Kenai River by allowing emergency vehicles to use the paved Sterling Highway and cross the Kenai River toward the end of Funny River Road. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road.

Representative Bette Cato

April 16, 1984

Page 2

4. Provides access for residents of the southern side of Kenai River to:
 - ° Sterling Elementary School, grades K - 6.
 - ° Business area of Sterling.
 - ° Access to paved Sterling Highway for faster, safer travel either toward Anchorage or Soldotna.
5. Provides general public access to under-utilized state park lands on the southeast side of Kenai River, helping to solve access problem to the river and to disperse the immense fishing crowds over a wide variety of sites.

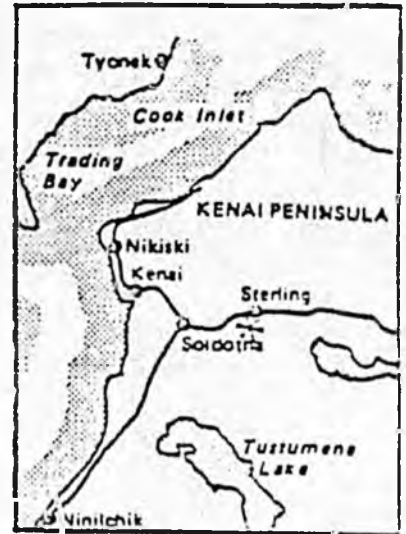
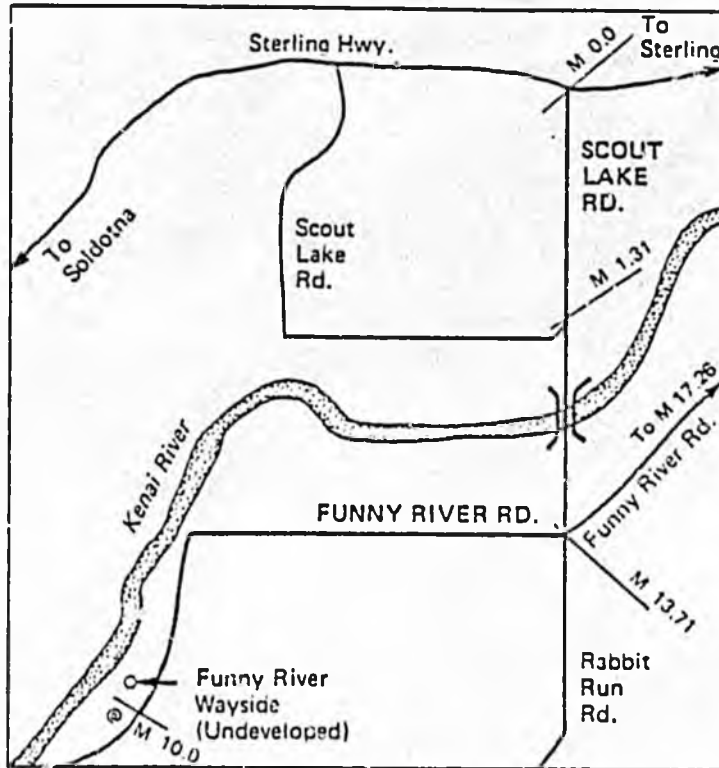
Actions on this Bridge/Road project are as follows:

1. 1980 - Appropriation for reconnaissance.
2. 1981 - Appropriation for design.
3. 1982 - Included in bond package which was vetoed by Governor.
4. Included in Sheffield 1983 Administrative Budget (DOT/Pf) which was submitted to legislature.

The bridge has identified as #14 on the Kenai Peninsula Transportation Plan. Since the development of that plan, 10 of the 14 projects have been completed, are under contract or adopted as municipal projects, moving this project up to number 4 on the priority list.

Thank you.

FUNNY RIVER (SR 117300)/BRIDGE/SCOUT LAKE (SR 118700)



Capital Cost:

\$ 8.4 million

Funny River: 1980 ADT = 225

Scout Lake: 1980 ADT = 200

Existing Condition: Scout Lake Mile 0.0 (E. Jct. Sterling Hwy) to Mile 1.31 (Jct. improved road to river): Gravelled 22' surface, no shoulders. Funny River Mile 10 to Mile 17.26 (End of route): Gravelled 26' surface.

Proposed Physical Improvement: Phase I: Scout Lake (Sterling Hwy to Funny River Rd); Widen to 36', pave. Construct 26'-wide bridge, boat ramp and parking area next to bridge. Phase II: Funny River: Mile 13.71 to Mile 17.26: Widen to 36', pave. Phase III: Funny River: Mile 10 to Mile 13.71: Widen to 36', pave.

Project Alternatives: Improve Funny River Rd., Mile 0.0 (Jct. Sterling Hwy) to Mile 17.26 (End of route) to 28' rural paved standard.

Status: DOT/PI has completed Scout Lake Rd. and bridge design.

Funding for project requested in DOT/PF's Central Region, FY 83 CIP.

Next Step Prior to Construction: Final design and permits for Funny River Rd., Mile 10 to Mile 17.26 and parking area.

Factors Affecting Development: Need parking area maintenance agreement with DNR-Div. of Parks

Relation to Other KRTS Projects: None

Cost - 5,672

X-14615

SCOUT LAKE ROAD EXTENSION

STERLING HIGHWAY TO FUNNY RIVER RD. GRADING, DRAINAGE, PAVING, & BRIDGE



RECEIVED

OCT.

DEPT. OF TRANSPORTATION

LEGEND

CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH
RADIUS = 25' UNLESS SHOWN OTHERWISE

CONSTRUCT PUBLIC ROAD APPROACH
RADIUS = 50' UNLESS SHOWN OTHERWISE

CONSTRUCT PIPE CONDUIT - (SKEW INDICATED IF
OTHER THAN PARALLEL TO Q CONSTRUCTION)

MOVE AND DISPOSE OF CULVERT PIPE

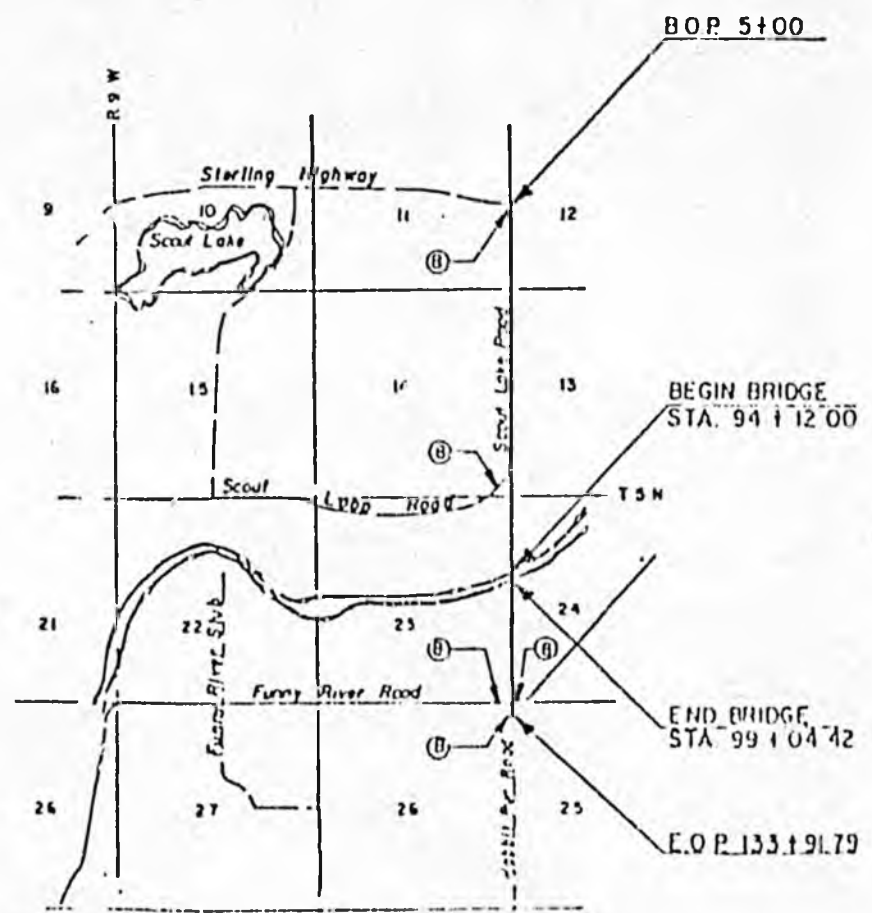
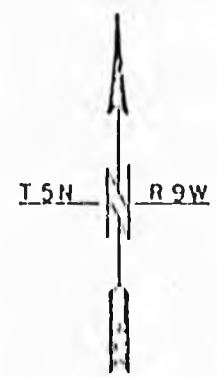
INSTALL GUARDRAIL

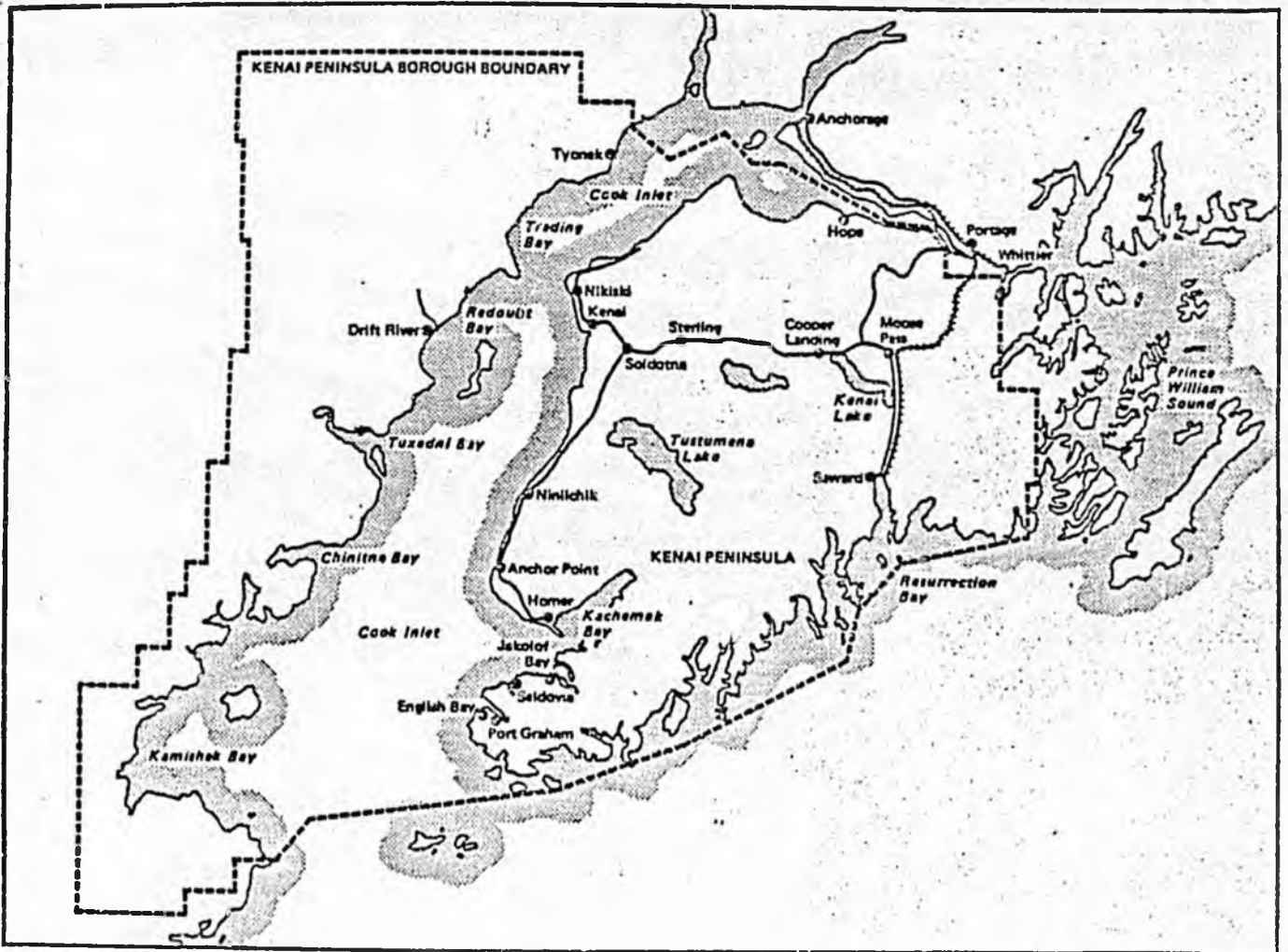
REMOVE STRUCTURE

TRAFFIC SIGN (NUMBER REFERS TO POST NUMBER
LISTED IN SIGN SCHEDULE)

INSTALL ADVANCE CONSTRUCTION SIGN IN ACCORDANCE
WITH STANDARD DRAWINGS C-100A AND C-100B

ADJUST SURVEY MONUMENT/CASE TO GRADE





Source: Woodward-Clyde Consultants

KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4
HIGH PRIORITY PROJECTS*

	Ongoing DOT/PP Project	Ongoing KPS or Municipal Projects	Community Desires	Economic Development	Use Deficiency (safety, traffic) overload, etc)
<u>Roads</u>					
1.	Airport Bypass/Kachemak	x	x		
2.	Anchor Point		x		
3.	Bean Creek		x		
4.	Beav Creek (Kachemak City)		x		
5.	Big Eddie		x		
6.	Cannery		x		
7.	Ciechanowski		x		
8.	Clam Gulch			x	
9.	Cohoe Loop		x		x
10.	Diamond Ridge (Skwling Dr.)/Olson Mt.		x		
11.	East End - Phases I, II, III, & IV	x	x		x
12.	East Hill	x	x		x
13.	Feuding Lane/Kenai Keys		x		
14.	Funny River/Bridge/Scout Lake	x	x	x	
15.	Halibout		x		
16.	Homesite Loop		x		
17.	Kenai Alternates		x		
18.	Kenai Spur		x		
19.	Kingsley/Oil Well	x	x	x	
20.	Lake St./Pioneer Ave.		x		x
21.	Lamplight/Bolt		x		
22.	Lou Morgan/Scout Lake	x	x	x	
23.	Lovell Point		x		x
24.	Mackey Lakes		x		
25.	Meyers/Strawberry		x		
26.	Nash Rd./Seward Hwy. Intersection		x		
27.	Ninilchik/Beach		x	x	x
28.	North Anchor River		x		x
29.	North Kenai Highway Phases I, II, & III	x	x	x	
	Olson/Tunnel/Main		x		
	Resurrection River		x	x	
	Seldovia Airport Rd.-Main St.		x		x
	Seldovia/Jakolof Bay-Seldovia/Anderson		x		
34.	Seward Highway	x	x		x
35.	Soldotna Frontage		x		x
36.	Sports Lake		x		
37.	Sterling Highway	x	x		x
38.	Tustumena Lake	x		x	
39.	West Hill		x		x
<u>Air</u>					
40.	English Bay Airport	x	x		
41.	Homer Airport	x	x		x
42.	Kenai Airport		x		x
43.	Port Graham Airport		x		
44.	Seldovia Airport		x		x
45.	Seward Airport		x		x
46.	Soldotna Airport		x		x
<u>Marine</u>					
47.	English Bay Shuttle Ferry Ramp		x		
48.	Homer Ferry Terminal and Passenger Bldg.	x	x	x	x
49.	Homer Fish Dock	x	x		
50.	Homer Small Boat Harbor	x	x	x	
51.	Homer Ocean Dock		x		
52.	Kachemak Park Shuttle Ferry Ramp			x	
53.	Kasilof Harbor		x	x	
54.	Kenai Small Boat Harbor		x		
55.	Ninilchik Harbor		x	x	x
56.	Port Graham Harbor/Ferry Dock	x	x	x	
57.	Seldovia Ferry Terminal and Passenger Bldg.	x	x	x	x
58.	Seward Ferry Terminal		x	x	x
59.	Seward Small Boat Harbor		x	x	
60.	Shuttle Ferry Vessel	x	x	x	
61.	Tustumena Replacement	x	x		x
<u>Rail</u>					
62.	Fourth of July R.R. Spur		x		

*Projects are listed alphabetically and not order of priority

HIGH PRIORITY PROJECTS

The high priority project list consists of 1) ongoing, 2) current needs and 3) the higher ranked future projects. This list is shown in Table III-4, and detailed descriptions of each of these projects are included at the end of this chapter. In addition, the general location of each High Priority project is shown in Figure III-3.

The higher ranked projects were the subject of both quantitative and qualitative evaluations. While these evaluations provided valuable information on each project, the evaluations were not the sole criterion for placing or keeping a project on the high priority list. In fact, the Technical Advisory and Steering Committees made the final decisions on placements in the high priority group.

High Priority Project Descriptions

The following descriptions are intended to provide the information and data needed for DOT/PF's capital improvement programming (CIP) decisions. Thus, they represent a "resource" from which DOT/PF can select projects for its annual CIP submission to the Governor.

Each of the following projects are numbered to coincide with those shown earlier in Table III-4. Also the project names are those from the DOT/PF Coordinated Data System (CDS) log--when the popular name differs from the CDS designation, it is added to the CDS name and number.

Most of these roads have been recognized and scheduled for improvement by DOT/PF, by the Borough or by the cities. Thus, the traffic capacity/use analyses in the Phase II report served mainly to confirm their overloaded condition. Table II-3 identifies facilities below the minimal level of service for this project.

FUTURE NEEDS

Community Development Goals

During Phase II of the KRTS study, a large list of projects was proposed by the general public and elected and appointed officials during the initial round of public meetings. Many of these facilities are on-going or below minimal level of service facility projects which are included in Tables II-1 and II-2 above. The remaining projects included both regional and local projects on the state-maintained system. See Table II-4 for these community preferred projects which were presented in the Phase II report and repeated here. Note that Table II-4 still includes projects previously included in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

Economic Development Requirements

Projects were identified for this category through the Phase II evaluation of regional economic development potentials. The primary criteria for inclusion on this list was a demonstrable potential for development that would warrant DOT/PF's attention at this time. See Table II-5 which was taken from the Phase II report and still includes projects listed in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

Peninsula Clarion

THURSDAY, Feb. 16, 1984

Vol. 14, Issue 99

© The Peninsula Clarion/U.S.P.S. 433-410

Former chief Wisecarver dies in crash

Frank Wisecarver, the first fire chief for the city of Kenai, died Wednesday afternoon in a head-on collision on Funny River Road.

The collision also seriously injured a 19-year-old Soldotna man.

Wisecarver, 59, was the chief of the city's volunteer fire department in the mid-1960s and served as the first chief when the department converted to a paid force. He left the department in 1975.

The accident occurred at Mile 11 Funny River Road at about 1 p.m.

According to an Alaska State Troopers report, Elmer (Roy) Bird of Soldotna was driving his car toward Soldotna on Funny River Road when his car apparently crossed the center line as it was coming around a curve. It struck Wisecarver's truck head-on.

Wisecarver was pronounced dead on arrival at Central Peninsula General Hospital. An Emergency Services medic said Bird suffered rib cage injuries, broken bones and possible internal injuries. He was taken to the hospital, where he is recovering in intensive care.

Kenai Fire Department Capt. Don Morgan remembered Wisecarver as "probably the best thing to happen to the Kenai Fire Department. He was highly respected by the guys he worked with, and was a personal friend, too."

Dick
Mueller
Realty

100 TRADING BAY RD., SUITE 1
KENAI, AK 99611
907-223-5388



January 19, 1984

Bill Sheffield
Governor of Alaska
Pouch A
Juneau, Alaska 99811

Re: Kenai River Bridge Access Feasibility Design Project No. X-14615

Dear Governor Sheffield:

I'm sure by the enclosed petitions that you've determined that many residents of Alaska including our visitors want the Kenai River Bridge access to Funny River Road.

There are several reasons that necessitate the bridge being built immediately. Please consider the following priorities:

1. Alleviation of the crucial environmental impact on the Lower Kenai River.
2. Allow feasible access for the emergency services of State Trooper assistance, fire and ambulance service.
3. Ending the necessity of driving a dusty or icy pothole ridden secondary highway system which presently has an average daily road count of 416 cars, established from a November 1981 road count.
4. Provide access for agricultural and further tourism development by cutting the time of travel to and from Anchorage by at least 2 hours.
5. Provide access for the development of the Nilnunga State Historic Park (42.47 acres) and the State Funny River Recreation area (218 acres) which also fronts the Kenai River.

The benefit list is endless in providing bridge access to this recreational paradise that boasts the Kenai River, Browns Lake, Killey River, Funny River, public horse trail and abundant wildlife. Please give your support

Thank you for taking time out of your day to recognize a need of Alaskans.

Further petitions will be forthcoming.

Sincerely,

Patricia Ann Lazer,
Sales Associate
Specializing in Funny River
and Kenai River areas

cc; Paul Fischer
Don Gilman
Joe Hayes
Hugh Malone

PAL:rm
encl;

Alaska State Legislature

SENATOR
DON GILMAN

Juneau Ph.
(907) 485-4935
(907) 485-4529



State Senate

HOME ADDRESS
P.O. BOX 630
KENAI, ALASKA 99611
(907) 283-4182

DURING SESSION
POUCH V
JUNEAU, ALASKA 99811

February 20, 1984

Memorandum

To: Senator Pappy Moss
Chairman, Senate Transportation
Committee

From: Senator *Don Gilman*

The Kenai River/Funny River Bridge project is one that has been identified by local and state authorities for over 20 years. It has been documented by community need and economic factors in attached pages from the Kenai River Transportation Study, published by DOT/PF and jointly prepared by DOT/PF, Kenai Peninsula Borough and the Cities of Soldotna, Kenai, Homer, Seward, Seldovia, etc.

Salient features are as follow:

1. Provides access to a large area on the southeast side of the Kenai River. Borough tax records show approximately 200 families with 576 persons in the area. Access is currently on the 17-mile Funny River Road following the Kenai River from Soldotna.

A large portion of Funny River Road passes through federal land of the Kenai Wildlife Refuge (formerly the Kenai National Moose Range). The road was constructed many years ago to minimum access standards and poses grave safety problems due to its narrow width and current high traffic levels. Accidents are frequent (see attached Peninsula Clarion article). School buses have a treacherous time in the severe weather conditions during winter and break up. Routing keeps children on the buses far longer than necessary.

2. The bridge project is far more cost effective and removes much of the need for upgrade and realignment of Funny River Road. The project cost is under \$6 million while DOT/PF's cost estimates of reconstructing for the 17 miles of the road run as high as \$1 million per mile.

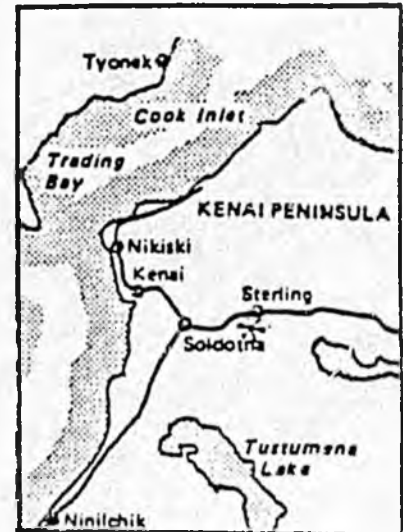
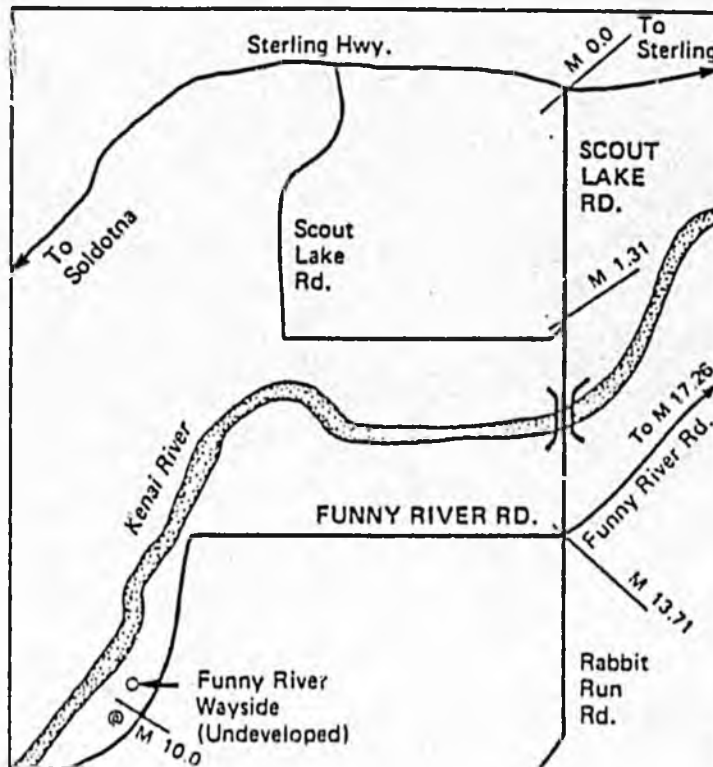
Senator Pappy Moss
February 20, 1984
Page 2

3. Provides faster and improved ambulance, fire and public safety access to families on the south side of Kenai River by allowing emergency vehicles to use the paved Sterling Highway and cross the Kenai River toward the end of Funny River Road. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road.
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 - Sterling Elementary School, grades K - 6.
 - Business area of Sterling.
 - Access to paved Sterling Highway for faster, safer travel either toward Anchorage or Soldotna.
5. Provides general public access to underutilized state park lands on the southeast side of Kenai River, helping to solve access problem to the river and to disperse the immense fishing crowds over a wide variety of sites.

Actions on this Bridge/Road project are as follows:

1. 1980 - Appropriation for reconnaissance.
2. 1981 - Appropriation for design.
3. 1982 - Included in bond package which was vetoed by Governor.
4. Included in Sheffield 1983 Administrative Budget (DOT/PF) which was submitted to legislature.

The Bridge was identified as #14 on the Kenai Peninsula Transportation Plan. Since the development of the plan, 10 of the 14 projects have been completed, are under contract or adopted as municipal projects, moving this project up to number 4 on the priority list.

FUNNY RIVER (SR 117300)/BRIDGE/SCOUT LAKE (SR 118700)

Capital Cost:

\$ 8.4 million

Funny River: 1980 ADT = 225

Scout Lake: 1980 ADT = 200

Existing Condition: Scout Lake Mile 0.0 (E. Jct. Sterling Hwy) to Mile 1.31 (Jct. improved road to river): Gravelled 22' surface, no shoulders. Funny River Mile 10 to Mile 17.26 (End of route): Gravelled 26' surface.

Proposed Physical Improvement: Phase I: Scout Lake (Sterling Hwy to Funny River Rd); Widen to 36', pave. Construct 26'-wide bridge, boat ramp and parking area next to bridge. Phase II: Funny River: Mile 13.71 to Mile 17.26: Widen to 36', pave. Phase III: Funny River: Mile 10 to Mile 13.71: Widen to 36', pave.

Project Alternatives: Improve Funny River Rd., Mile 0.0 (Jct Sterling Hwy) to Mile 17.26 (End of route) to 28' rural paved standard

Status: DOT/PF has completed Scout Lake Rd. and bridge design.

Funding for project requested in DOT/PF's Central Region, FY 83 CIP.

Next Step Prior to Construction: Final design and permits for Funny River Rd., Mile 10 to Mile 17.26 and parking area.

Factors Affecting Development: Need parking area maintenance agreement with DNR-Div. of Parks

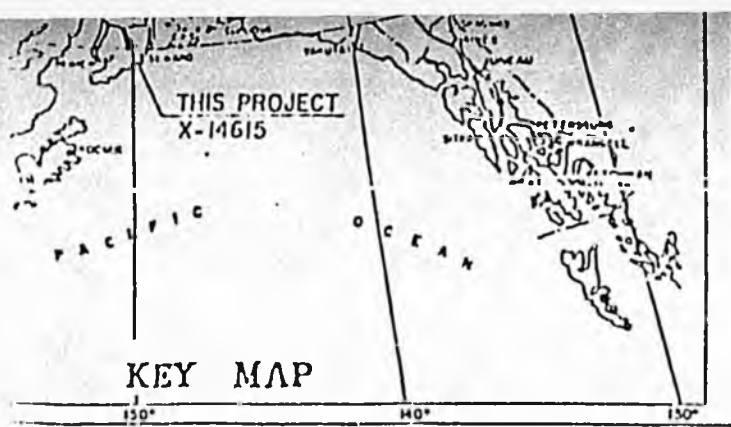
Relation to Other KRTS Projects: None

Cost - 5.672

X-14615

SCOUT LAKE ROAD EXTENSION

STERLING HIGHWAY TO FUNNY RIVER RD. GRADING, DRAINAGE, PAVING, & BRIDGE



LEGEND

CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH
RADIUS = 25' UNLESS SHOWN OTHERWISE

CONSTRUCT PUBLIC ROAD APPROACH
R = 50' UNLESS SHOWN OTHERWISE

CONSTRUCT PIPE CONDUIT (SKEW INDICATED IF
OTHER THAN PARALLEL TO Q CONSTRUCTION)

REMOVE AND DISPOSE OF CULVERT PIPE

INSTALL GUARDRAIL

REMOVE STRUCTURE

TRAFFIC SIGN (NUMBER REFERS TO POST NUMBER
LISTED IN SIGN SCHEDULE)

INSTALL ADVANCE CONSTRUCTION SIGN IN ACCORDANCE
WITH STANDARD DRAWINGS C-10-04 AND C-10-04

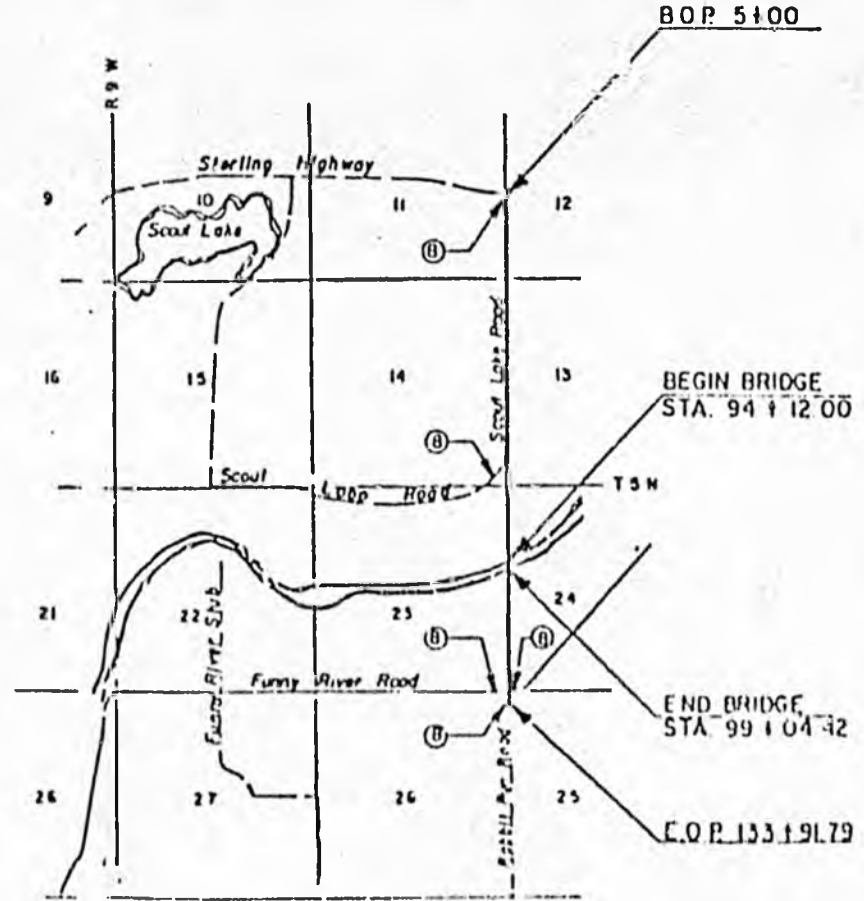
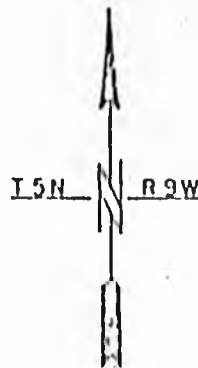
ADJUST SURVEY MONUMENT/CASE TO GRADE

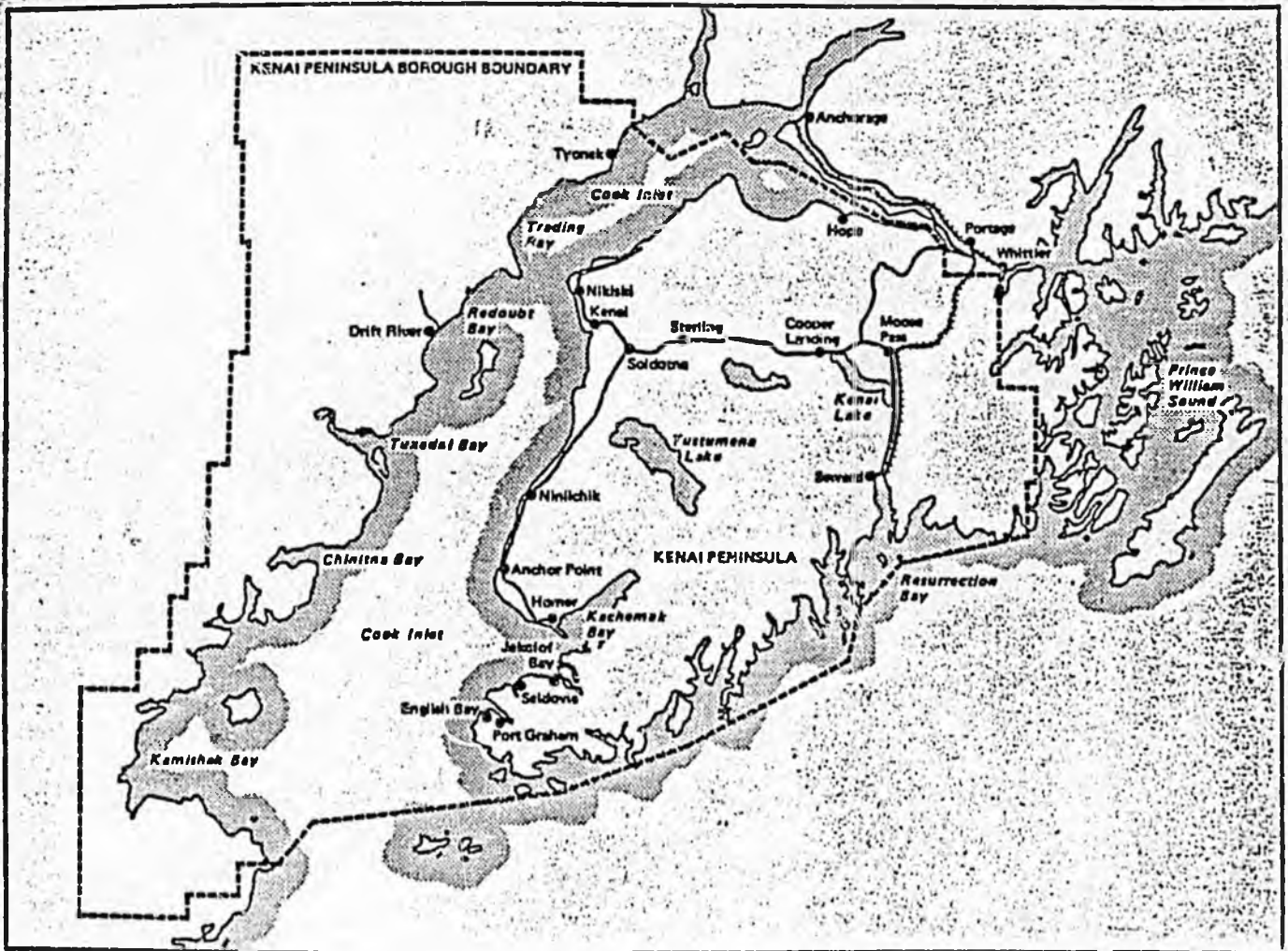
RECEIVED

UNIT :

DEPT. OF TRANSPORTATION

B.O.P. 5100





Source: Woodward-Clyde Consultants

KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4
HIGH PRIORITY PROJECTS*

	Ongoing DOT/PP Project	Ongoing KPS or Municipal Projects	Community Desires	Economic Development	Use Deficiency (safety, traffic) overload, etc)
<u>Roads</u>					
1. Airport Bypass/Kachemak	x		x		
2. Anchor Point		x	x		
3. Bean Creek		x	x		
4. Bear Creek (Kachemak City)			x		x
5. Rio Eddie		x	x		
6. Timberly			x		
7. Ciechanski			x		
8. Clam Gulch				x	x
9. Cohoe Loop			x		
10. Diamond Ridge (Skyline Dr./Olson Mt.)		x	x		
11. East End - Phases I, II, III, & IV	x	x	x		x
12. East Hill	x		x		x
13. Feuding Lane/Kenai Keys		x	x		
14. Funny River/Bridge/Scout Lake	x		x	x	
15. Halibout		x	x		
16. Homesite Loop		x	x		
17. Kenai Alternate			x		
18. Kenai Spur			x		
19. Kingsley/Oil Well	x	x	x	x	
20. Lake St./Pioneer Ave.			x		x
21. Lamplight/Bolt		x	x		
22. Lou Morgan/Scout Lk.	x		x	x	
23. Lowell Point			x		x
24. Mackays Lakes		x	x		
25. Movers/Spruceberry		x	x		
26. Nash Rd./Seward Hwy. Intersection			x		
27. Ninilchik/Beach		x	x	x	x
28. North Anchor River		x	x		x
29. North Kenai Highway Phases I, II, & III	x		x	x	
30. Olson/Tunnel/Main			x		
31. Resurrection River		x	x	x	
32. Seldovia Airport Rd.-Main St.			x		x
33. Seldovia/Jakolef Bay-Seldovia/Anderson			x		
34. Seward Highway	x		x		x
35. Soldotna Frontage					x
36. Sports Lake		x	x		
37. Sterling Highway	x		x		x
38. Tuatumena Lake	x			x	
39. West Hill	x		x		x
<u>Air.</u>					
40. English Bay Airport	x		x		
41. Homer Airport	x		x		x
42. Kenai Airport		x	x		x
43. Port Graham Airport			x		
44. Seldovia Airport			x		x
45. Seward Airport			x		x
46. Soldotna Airport			x		x
<u>Marine</u>					
47. English Bay Shuttle Ferry Ramp			x		
48. Homer Ferry Terminal and Passenger Bldg.	x		x	x	x
49. Homer Fish Dock	x	x	x		
50. Homer Small Boat Harbor	x	x	x	x	
51. Homer Ocean Dock					x
52. Kachemak Park Shuttle Ferry Ramp				x	
53. Kaslof Harbor			x	x	
54. Kenai Small Boat Harbor		x	x		
55. Ninilchik Harbor			x	x	x
56. Port Graham Harbor/Ferry Dock	x	x	x	x	
57. Seldovia Ferry Terminal and Passenger Bldg.	x		x	x	x
58. Seward Ferry Terminal			x	x	x
59. Seward Small Boat Harbor			x	x	
60. Shuttle Ferry Vessel	x	x	x	x	
61. Tuatumena Replacement	x		x		x
<u>Rail</u>					
62. Fourth of July R.R. Spur			x		

*Projects are listed alphabetically and not order of priority

HIGH PRIORITY PROJECTS

The high priority project list consists of 1) ongoing, 2) current needs and 3) the higher ranked future projects. This list is shown in Table III-4, and detailed descriptions of each of these projects are included at the end of this chapter. In addition, the general location of each High Priority project is shown in Figure III-3.

The higher ranked projects were the subject of both quantitative and qualitative evaluations. While these evaluations provided valuable information on each project, the evaluations were not the sole criterion for placing or keeping a project on the high priority list. In fact, the Technical Advisory and Steering Committees made the final decisions on placements in the high priority group.

High Priority Projects Descriptions:

The following descriptions are intended to provide the information and data needed for DOT/PF's capital improvement programming (CIP) decisions. Thus, they represent a "resource" from which DOT/PF can select projects for its annual CIP submission to the Governor.

Each of the following projects are numbered to coincide with those shown earlier in Table III-4. Also the project names are those from the DOT/PF Coordinated Data System (CDS) log--when the popular name differs from the CDS designation, it is added to the CDS name and number.

Most of these roads have been recognized and scheduled for improvement by DOT/PF, by the Borough or by the cities. Thus, the traffic capacity/use analyses in the Phase II report served mainly to confirm their overloaded condition. Table II-3 identifies facilities below the minimal level of service for this project.

FUTURE NEEDS

Community Development Goals

During Phase II of the KRTS study, a large list of projects was proposed by the general public and elected and appointed officials during the initial round of public meetings. Many of these facilities are on-going or below minimal level of service facility projects which are included in Tables II-1 and II-2 above. The remaining projects included both regional and local projects on the state-maintained system. See Table II-4 for these community preferred projects which were presented in the Phase II report and repeated here. Note that Table II-4 still includes projects previously included in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

Economic Development Requirements

Projects were identified for this category through the Phase II evaluation of regional economic development potentials. The primary criteria for inclusion on this list was a demonstrable potential for development that would warrant DOT/PF's attention at this time. See Table II-5 which was taken from the Phase II report and still includes projects listed in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

Peninsula Clarion

THURSDAY, Feb. 16, 1984 Vol. 14, Issue 99 - © The Peninsula Clarion/U.S.P.S. 438-410

Former chief Wisecarver dies in crash

Frank Wisecarver, the first fire chief for the city of Kenai, died Wednesday afternoon in a head-on collision on Funny River Road.

The collision also seriously injured a 19-year-old Soldotna man.

Wisecarver, 59, was the chief of the city's volunteer fire department in the mid-1960s and served as the first chief when the department converted to a paid force. He left the department in 1975.

The accident occurred at Mile 11 Funny River Road at about 1 p.m.

According to an Alaska State Troopers report, Elmer (Roy) Bird of Soldotna was driving his car toward Soldotna on Funny River Road when his car apparently crossed the center line as it was coming around a curve. It struck Wisecarver's truck head-on.

Wisecarver was pronounced dead on arrival at Central Peninsula General Hospital. An Emergency Services medic said Bird suffered rib cage injuries, broken bones and possible internal injuries. He was taken to the hospital, where he is recovering in intensive care.

Kenai Fire Department Capt. Don Morgan remembered Wisecarver as "probably the best thing to happen to the Kenai Fire Department. He was highly respected by the guys he worked with, and was a personal friend, too."

Dick
Mueller
Realty

100 TRADING BAY RD., SUITE 1
KENAI, AK 99611
907-283-5388



January 19, 1984

Bill Sheffield
Governor of Alaska
Pouch A
Juneau, Alaska 99811

Re: Kenai River Bridge Access Feasibility Design Project No. X-14515

Dear Governor Sheffield:

I'm sure by the enclosed petitions that you've determined that many residents of Alaska including our visitors want the Kenai River Bridge access to Funny River Road.

There are several reasons that necessitate the bridge being built immediately. Please consider the following priorities:

1. Alleviation of the crucial environmental impact on the Lower Kenai River.
2. Allow feasible access for the emergency services of State Trooper assistance, fire and ambulance service.
3. Ending the necessity of driving a dusty or icy pothole ridden secondary highway system which presently has an average daily road count of 416 cars, established from a November 1981 road count.
4. Provide access for agricultural and further tourism development by cutting the time of travel to and from Anchorage by at least 2 hours.
5. Provide access for the development of the Nilnunga State Historic Park (42.47 acres) and the State Funny River Recreation area (218 acres) which also fronts the Kenai River.

The benefit list is endless in providing bridge access to this recreational paradise that boasts the Kenai River, Browns Lake, Killey River, Funny River, public horse trail and abundant wildlife. Please give your support

Thank you for taking time out of your day to recognize a need of Alaskans.

Further petitions will be forthcoming.

Sincerely,

Patricia Ann Lazer,
Sales Associate
Specializing in Funny River
and Kenai River areas

cc; Paul Fischer
Don Gilman
Joe Hayes
Hugh Malone

PAL:rm
encl;

Enclosures

M. A. "DUSTY" RHOADS

3-31-84

Dear Rep. Cato

P.S., Peruse the enclosed Mail-crit letter, for past data about the ~~Ferry R. Service~~ At this time hundreds of people have to drive approx. 1 hr. round-trip for staples, medicine, food, car & school on a difficult & unsafe Ferry R. Serv. (Cause of 6. Misadventure death recently on service shows indeed the wrong way!)

Has
2/1/85

DOT/Maintenance has indicated they can be a lot more efficient w/ the bridge. Also, that would be change in order to service our area more efficiently.

Dir. of Parks favors the bridge in order to bring the public to St. Paul Lands on the So/Side of the Kenai R. in order to relieve some of the congestion on the No. Side.

I could go on & on about the positive benefits offered by the bridge, but they should be apparent. P.S., urge the passing of H.R. 1000's immediately.

"THINK ALASKA... SEE ALASKA... Buy Alaska!"

M.A. Rhoads

262-6224

Buy Alaska

M. A. "DUSTY" RHOADS

Dear Neighbor,

March 7, 1984

The purpose of this letter is to make you aware of and ask your support for Senate Bill #389 & House Bill #660. These are bills sponsored by Sen. Gilman & Rep. Malone for \$5.5 million to construct the ~~Funny River Access Bridge~~ near Sterling.

The site and right of ways have all been engineered, the Corps of Engineers Permit obtained and the bridge design is in final stages. If this legislature appropriates the funds the Dept. of Transportation can complete final design and begin Right of Way acquisition this fall and winter in order to 'go to bid' in early 1985 and begin construction that year.

Our ~~borough Mayor and Assembly~~ are adding this project to the ~~Central Projects Priority List~~ and pledging to support our representatives in Juneau for this funding. *Donell*

Now it is up to us that live, work and/or own businesses or property in the Funny River/Sterling area. We must make our phone calls, write letters and send petitions to our Senators, Representatives and Governor expressing support and the need for this funding and project. Mail all notes and letters for the Governor to Pouch A, Juneau 99811, and Pouch V, Juneau 99811 for our Senators and Representatives.

Mayor Thompson has advised that the Legislative Affairs Office, located in the Cordova Bldg., Soldotna, 262-9364, can keep you up to date on the progress of the bill and suggested we make use of the weekly Teleconference, Thursday nights between 7:00-8:00PM, to speak directly with Juneau.

~~HFEA~~ has indicated that there are ~~approx. 200~~ meter ~~services in the Funny River area~~ so calculating a conservative 50 percent to be absentee owners from other areas such as Anchorage and using the average family of four as a factor, the ~~Funny River population is approx. 1000~~ *Conservative!*

In closing, there are many obvious benefits for the residents of Funny River, the business community of Sterling and absentee property owners in the area. Again, I urge you to take a few moments and write a note to your congressmen. If we all will, the bridge won't be 'just talk', it will become reality.

Sincerely yours,

M.A. "Dusty" Rhoads

"THINK ALASKA, ... SEE ALASKA, ... Buy Alaska!"

107-6724



Homer Electric Association, Inc.

P.O. BOX 350 * SOLDOTNA, ALASKA 99669 * 262-5831

February 23, 1984

M. A. Rhoads
P.O. Box 4585
Soldotna, AK 99669

Dear Dusty:

Good luck in your efforts to secure funding for a bridge across the Kenai River in the Sterling area. Homer Electric Association very definitely is in support of this effort. There are approximately 198 electric meters in the Funny river area that are served by HEA. The feeder lines for this area cross the Kenai River near Sterling, in the event of an outage it sometimes means a trip out to Funny River to locate and correct the problem then a trip from Funny River through Soldotna to Sterling to actually restore the service. Our routine service work could be routed much more efficiently with the installation of this bridge.

Hope this information will be of some help.

Very truly yours,

Eugene R. Collins
District Manager

ERC/cw