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Alaska State Legislature

SENATOR
DON GILMAN

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



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

DURING SESSION
POUCH V
JUNEAU, ALASKA 99811

State Senate

February 20, 1984

Memorandum

To: Senator Pappy Moss
Chairman, Senate Transportation
Committee

From: Senator Don Gilman

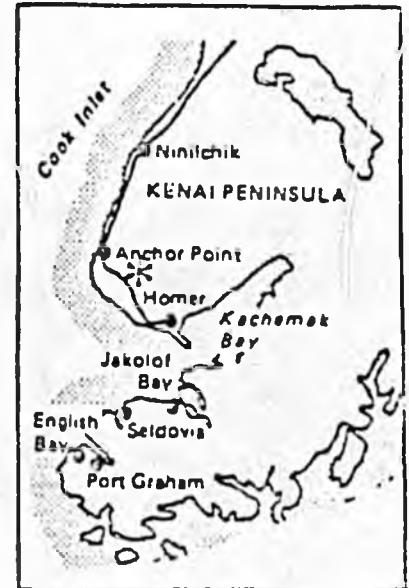
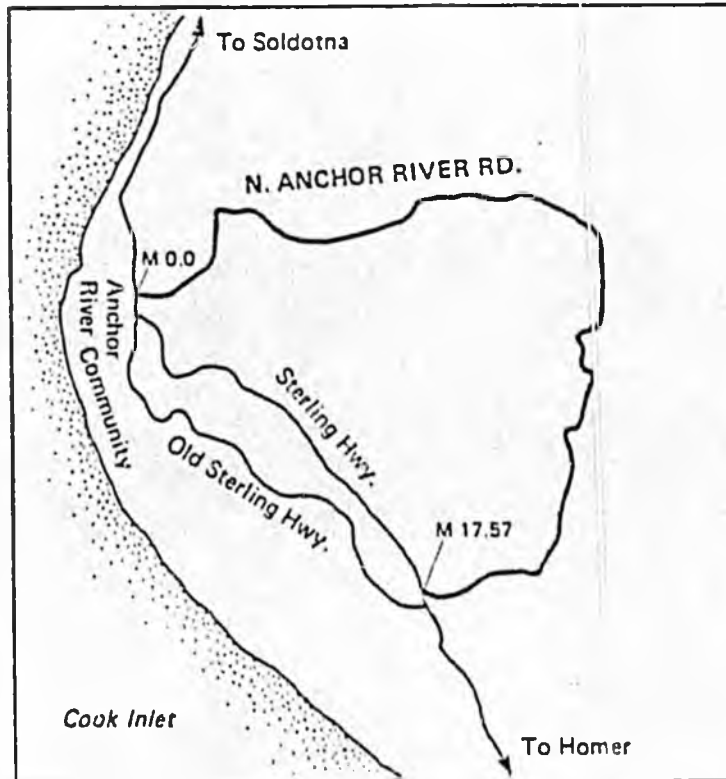
Subject: SB 475 (Appropriation to DOT for Construction of North Anchor
River Road)

North Anchor River Road is the number one priority on the Kenai Peninsula Borough's road list and is also number one on DOT's Kenai Regional Transportation Study list. This appropriation provides for realignment and paving of the first three miles which contains the highest population density of the entire road with a total of 295 residents (91 are school children).

Current condition of the road is 20' gravelled width with no shoulders and many sharp, blind curves. With an average daily traffic count of 665, the road is dangerously below standard. North Anchor River Road is the only road access to the village of Nikoloevsk with a population of over 200 people (not counted in population density figures).

Status: The Kenai Borough has funded a \$470,000 design study in three phases. The design of Phase I (mile 0-3) is complete. The Corps of Engineers permit has been completed and right-of-way acquisition is complete.

N. ANCHOR RIVER ROAD (SR 111800)



Capital Cost:

\$10.5 million

1980 ADT = 437

Existing Condition: Mile 0.0 (N. Jct Sterling Hwy) to Mile 17.57 (S. Jct Sterling Hwy): Gravelled 20' surface, no shoulders. Overall condition: poor to fair.

Proposed Physical Improvement: Mile 0.0 to Mile 17.57: Widen, realign, and pave to 28' rural standard. Replace bridge over Anchor River with a super span multiplate.

Project Alternatives: None

Status: The KPB has funded a \$470,000 design in three phases: Phase I Mile 0.0 to 3.0; Phase II Mile 3.0 to 8.5; Phase III Mile 8.5 to 17.0.

Next Step Prior to Construction: Construction funding

Factors Affecting Development:

Relation to Other KRTS Projects: None



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

KENAI PENINSULA BOROUGH'S
ROAD PROGRAM

PREPARED BY:
KENAI PENINSULA BOROUGH
DEPARTMENT OF PUBLIC WORKS
NOVEMBER 1983

WILLIAM CONYERS
BOROUGH ENGINEER

STAN THOMPSON
MAYOR



KENAI PENINSULA BOROUGH

BOX 350 • SCLDOTNA ALASKA 99569
PHONE 262 4441

STAN THOMPSON
MAYOR

October 25, 1983

The Honorable William Sheffield
Governor of the State of Alaska
Pouch 'A'
Juneau, AK 99811

Re: Kenai Peninsula Borough's Road Program

Dear Governor Sheffield:

Enclosed for your review and consideration is the Kenai Peninsula Borough's Road program.

Please note that the Borough's program centers on upgrading to paved standards the State's secondary roads within the Borough. We believe this program not only benefits the citizens of this Borough, but the State of Alaska as a whole by reducing maintenance costs on State roads. We suspect that you will find strong support for this program within the Maintenance Section of the Department of Transportation.

Copies of this report will be forwarded to the Borough's delegation for their use in the legislative process. Your approval for the funding of this program will be greatly appreciated.

Should you have any questions, please do not hesitate to have your staff call on us.

Sincerely,

Stan Thompson
Mayor

Enclosure

SUMMARY
1984
"BID READY"
CONSTRUCTION PROJECTS

<u>1981 ADT</u>	<u>ROAD</u>	<u>COST (MILLIONS)</u>	
665	North Anchor River Road, Phase I	\$ 3.8	(5.7)
620	Lamplight Road, Phase II	2.0	(1.5)
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500	East End Road, Phase I Paving	.7	
260	Resurrection River Road, Phase IB	.8	
New	Seldovia Landfill Access Road	<u>.7</u>	
	TOTAL	<u>\$11.6</u>	

COMMENTS:

All of the above projects will be bid ready by mid-January.

The Borough would appreciate receiving a block grant thereby having the latitude of rolling surpluses up or down into adjacent projects depending upon bid results.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: SB 475
 Title: Construction of North Anchor River Road
 Sponsor: P. Fischer, Gilman
 Requestor: Same
 Date of Request: 2/17/84

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						
TOTAL OPERATING			5.5	5.5	5.5	5.5

CAPITAL		3,800.0				
---------	--	---------	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND		3,800.0	5.5	5.5	5.5	5.5
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: 2/21/84

Approved by Commissioner: *W. H. ...* Date: 2/21/84
 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 SB 475

1. Would increase the M&O budget for the Department. Project has been identified in the Kenai Regional Transportation Study.

Kenai Peninsula Borough has funded design of this project. Design is complete. ROW acquisition is complete.

2. Fiscal impact on new programs or activities: Unknown

3. Cost estimate prepared by Kenai Peninsula Borough and verified by DOT&PF.

M&O costs based on Departmental standards of \$5,500/lane mile (at 12 ft. widths).

4. Project would fund the reconstruction of a 32 ft. wide paved road and replacement of a bridge over the Anchor River.

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COMMITTEE REPORT
SENATE

FURTHER:

FINANCE

2/13/84

Date February 13, 1984

Mr. President

The Committee on TRANSPORTATION considered SB 475

special appropriation to the Department of Transportation and Public Facilities for construction of North Anchor River Road; efd.

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

- do pass
- do pass with attached amendment(s)
- replace with/or adopt CS for _____
- new title _____
- same title and recommends _____
- and attached a "LETTER OF INTENT" NEW FISCAL NOTE
- reports it back without recommendation
- recommends referral to _____ Committee

MEMBERS SIGNING
DO PASS

Stan Gelman

MEMBERS HAVING
OTHER RECOMMENDATIONS

Robert [unclear] suggest [unclear]

Joe [unclear] No Pass

[Signature]
Chairman

[Signature]
Chairman recommendation

Alaska State Legislature

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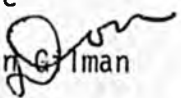
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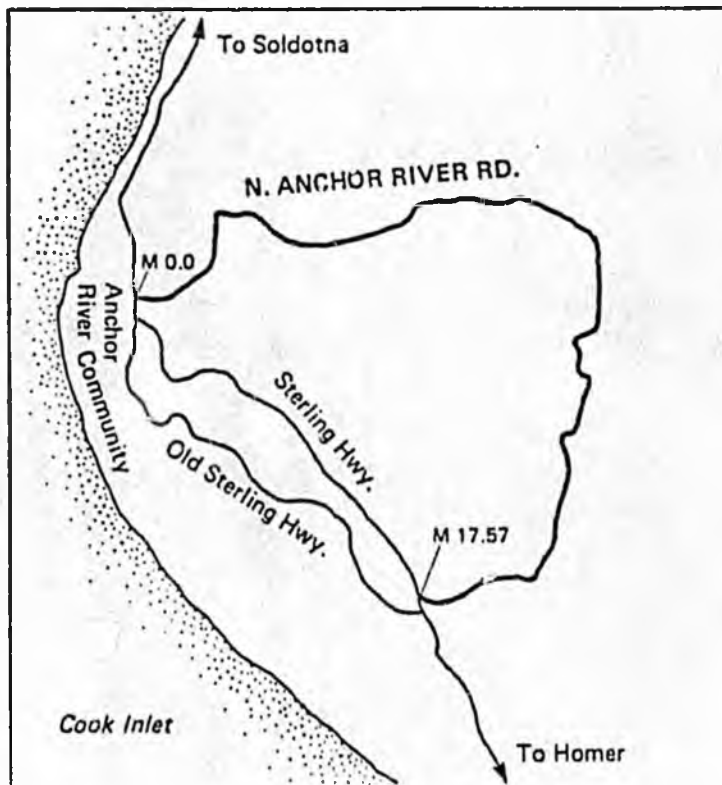
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October 1982

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\$10.5 million

1980 ADT = 437

Existing Condition: Mile 0.0 (N. Jct Sterling Hwy) to Mile 17.57 (S. Jct Sterling Hwy): Gravelled 20' surface, no shoulders. Overall condition: poor to fair.

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Project Alternatives: None

Status: The KPB has funded a \$470,000 design in three phases: Phase I Mile 0.0 to 3.0; Phase II Mile 3.0 to 8.5; Phase III Mile 8.5 to 17.6.

Next Step Prior to Construction: Construction funding

Factors Affecting Development:

Relation to Other KRTS Projects: None

Table III-4
HIGH PRIORITY PROJECTS*

	Ongoing DOT/PF Project	Ongoing KPB 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. Big Eddie		x	x		
6. Cannery			x		
7. Ciechanowski			x		
8. Clam Gulch				x	
9. Coho 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 Lana/Kenai Keys		x	x		
14. Funny River/Bridge/Scout Lake	x		x	x	
15. Halbouty		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/Holt		x	x		
22. Lou Morgan/Scout Lake	x		x	x	
23. Lovell Point			x		x
24. Mackays Lakes		x	x		
25. Meyers/Strawberry		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/Bunnel/Main			x		
31. Resurrection River		x	x	x	
32. Seldovia Airport Rd.-Main St.			x		x
33. Seldovia/Jakolof 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. Tustumena 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. 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

KENAI PENINSULA BOROUGH'S
ROAD PROGRAM

PREPARED BY:

KENAI PENINSULA BOROUGH
DEPARTMENT OF PUBLIC WORKS

NOVEMBER 1983

WILLIAM CONYERS
BOROUGH ENGINEER

STAN THOMPSON
MAYOR



KENAI PENINSULA BOROUGH

BOX 850 • SOLDOTNA ALASKA 99669
PHONE 262-4441

STAN THOMPSON
MAYOR

October 25, 1983

The Honorable William Sheffield
Governor of the State of Alaska
Pouch 'A'
Juneau, AK 99811

Re: Kenai Peninsula Borough's Road Program

Dear Governor Sheffield:

Enclosed for your review and consideration is the Kenai Peninsula Borough's Road program.

Please note that the Borough's program centers on upgrading to paved standards the State's secondary roads within the Borough. We believe this program not only benefits the citizens of this Borough, but the State of Alaska as a whole by reducing maintenance costs on State roads. We suspect that you will find strong support for this program within the Maintenance Section of the Department of Transportation.

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Should you have any questions, please do not hesitate to have your staff call on us.

Sincerely,

Stan Thompson
Mayor

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1984
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CONSTRUCTION PROJECTS

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COMMENTS:

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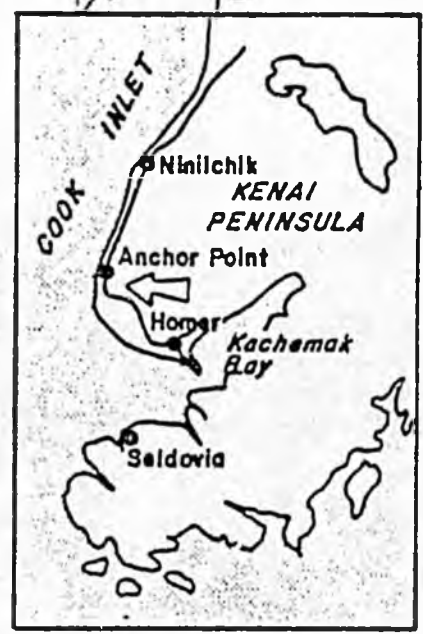
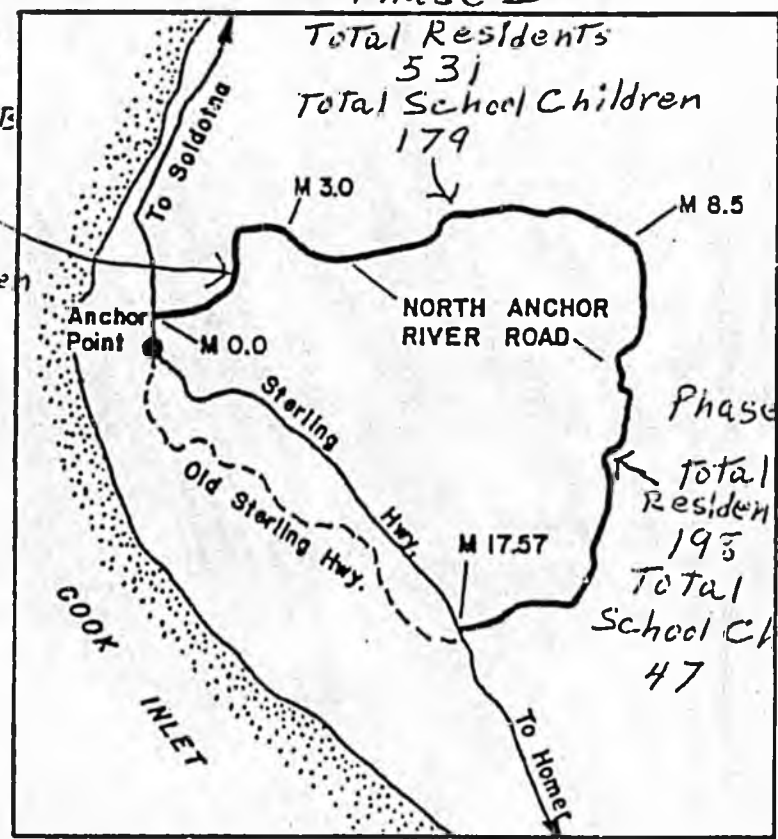
The Borough would appreciate receiving a block grant thereby having the latitude of rolling surpluses up or down into adjacent projects depending upon bid results.

Senator Julian

Baird
Info on
Anchor River
Rd

NORTH ANCHOR RIVER ROAD (SR III800)

Phase I
Total Residents
295
Total
School Children
91



Total Residents - 1,024
Total School Children - 317

N. Anchor River Road Phase I

Capital Cost:

\$3.80 million

1981 ADT = 665

Existing Condition: Mile 0.0 (N. Jct Sterling Hwy) to Mile 3.0 (S. Jct Sterling Hwy): Gravelled 20' surface, no shoulders. Overall condition: poor to fair.

Proposed Physical Improvement: Mile 0.0 to Mile 3.0: Widen, realign, and pave to 32' rural standard. Replace bridge over Anchor River with a super span multiplate.

Status: The KPB has funded a \$470,000 design in three phases: Phase I, Mile 0.0 to 3.0; Phase II, Mile 3.0 to 8.5; Phase III, Mile 8.5 to 17.0. The design of Phase I is completed. The Corp of Engineers permit has been secured. Right of Acquisition is complete on Phase I.

Next Step Prior to Construction: Construction funding of Phase I.

PETITION

TO: The Honorable Governor Bill Sheffield, Representatives Hugh Malone and Milo Fritz, Senators Don Gilman and Paul Fischer, Speaker of The House-Joe Hayes, Senate President-Jay Kerttula, and Kenai Pen. Bor. Mayor-Stan Thompson.

We the undersigned, have learned from the Kenai Peninsula Borough Engineering Dept. that the engineering and survey work for the reconstruction and paving of phase I of the North Anchor River Road has been completed. We therefore respectfully request that you fund this project in your 1984 Capital Improvements Budget.

Due to the heavy traffic and poor condition of this road, we further request this funding be approved so construction can begin this summer. (1984)

SIGNED:

ADDRESS:

Kathleen Schmidt	P.O. Box 434 Anchor Point 99556
Kathleen Blomquist	Box 74 Anchor Pt 99556
Connie Sargeant	P.O. Box 118 Anchor Point 99556
Wm. B. Damm	PO Box 3337 Homer
Beverly Selzer	Rt. Box 50 Anchor Point, AK 99556
Shirley Ketchum	P.O. Box 441 AP, AK 99556
Thelma Rasmussen	" " 188 Ap " "
Larry O. Kulis	Sos & T. Box 290 Anchor Pt.
Jean Benson	Box 995 Anchor Point AK 99556
Mike Smith	Box 110 ANCHOR PT. AK
Dave Gilbert	Box 2592 Homer, ak
Victoria H. Sorenson	Box 203 Anchor Pt. ⁴³ North Fork
Murray J. Tracy	S.R. Box 920 Anchor Pt. ⁴³ North Fork
Laniel P. Lund	Box 268 Anchor Point
Linda Kinney	P.O. Box 186 Anchor Point
Phillip Long	P.O. Box 360 Anchor Pt, AK 99556
Jim D. Hengen	P.O. Box 307 anchor Pt AK 99556
L. M. Perry	PO Box 473 Anchor Pt, AK 99556
Danny G. (Cranklow)	PO Box 208 Anchor Pt. AK 99556
Robin Bain	P.O. Box 327 Anchor Pt. AK 99556
Shirley Ketchum	Box 180 Anchor Pt AK 99556
Susan Cranklow	P.O. Box 328 Anchor Pt, AK 99556
Gene A. Symons	PO Box 182 Anchor Point AK 99556
Charles D. McDonald	Box 570 anchor point AK 99556
Robert L. Johnson	Box 445 Anchor Point AK 99556
Willis S. Enger	Box 574 anchor Point AK 99556
Florence Hanson	Box 574 anchor Point AK 99556
P. D. Geller	Box 55 Anchor Point, AK 99556
Paul Oller	Box 55 Anchor Point, AK 99556

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Memorandum

To: Senator Pappy Moss
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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.

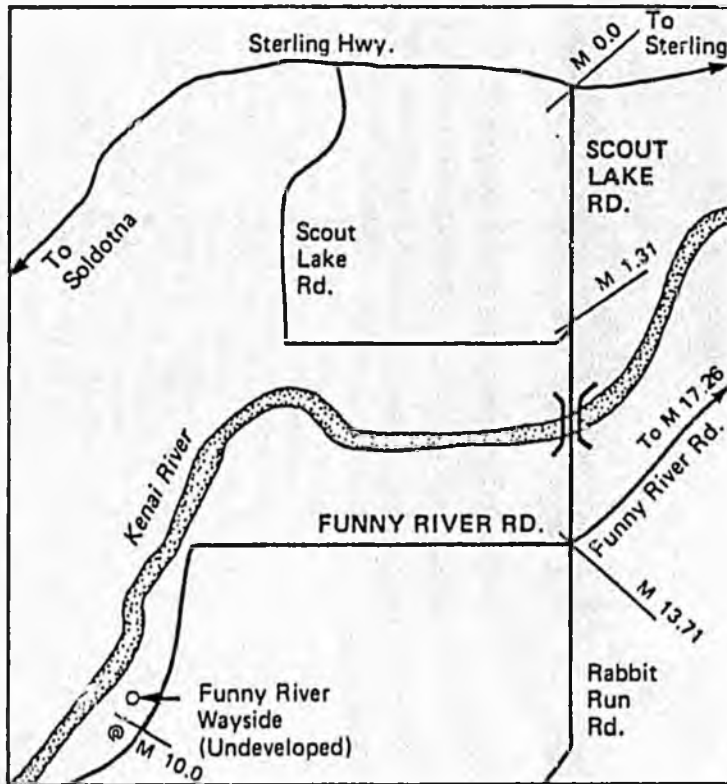
3. Provides faster and improved ambulance, fire and public safety access to families on the south side of Kenai River by allowing emergency vehicles to use the paved Sterling Highway and cross the Kenai River toward the end of Funny River Road. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road.
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 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

RECE

OCT 2

DEPT. OF TRANSPORTATION

B.O.P. 5+00

BEGIN BRIDGE
STA. 94+12.00

END BRIDGE
STA. 99+04.42

E.O.P. 133+91.79



LEGEND

CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH
RADIUS=25' UNLESS SHOWN OTHERWISE

CONSTRUCT PUBLIC ROAD APPROACH
Δ=90° UNLESS SHOWN OTHERWISE

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

REMOVE AND DISPOSE OF CULVERT PIPE

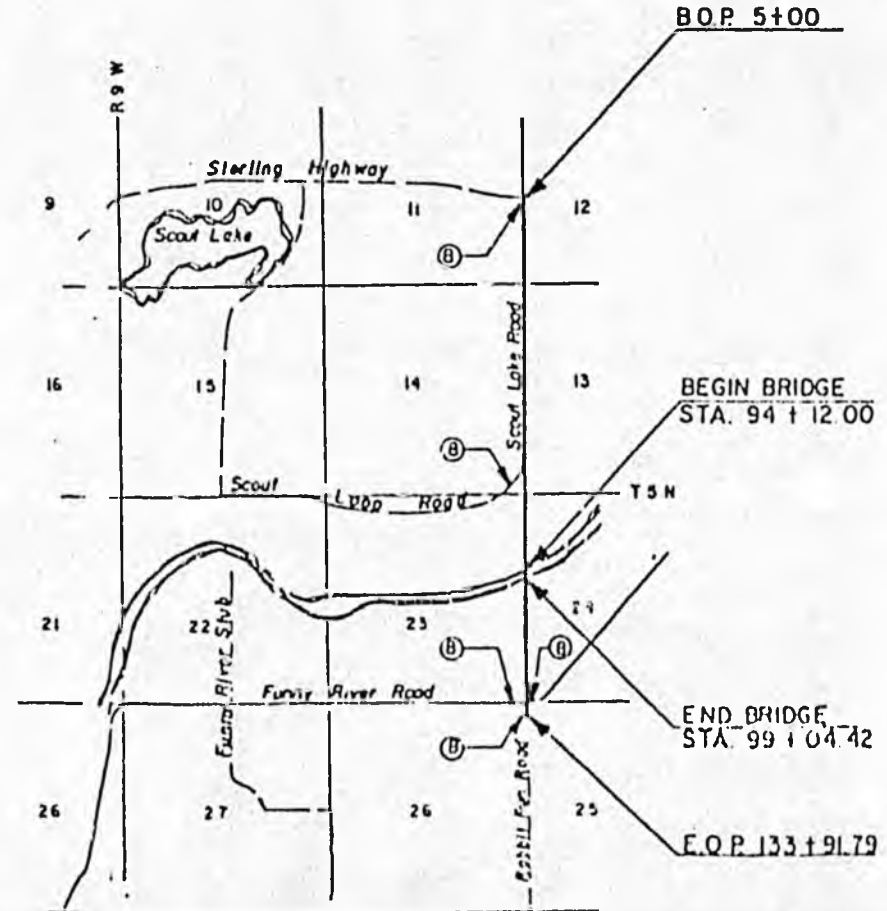
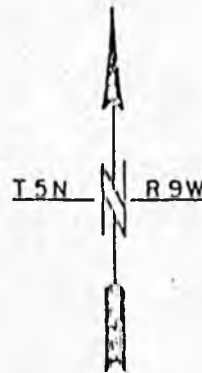
INSTALL GUARDRAIL

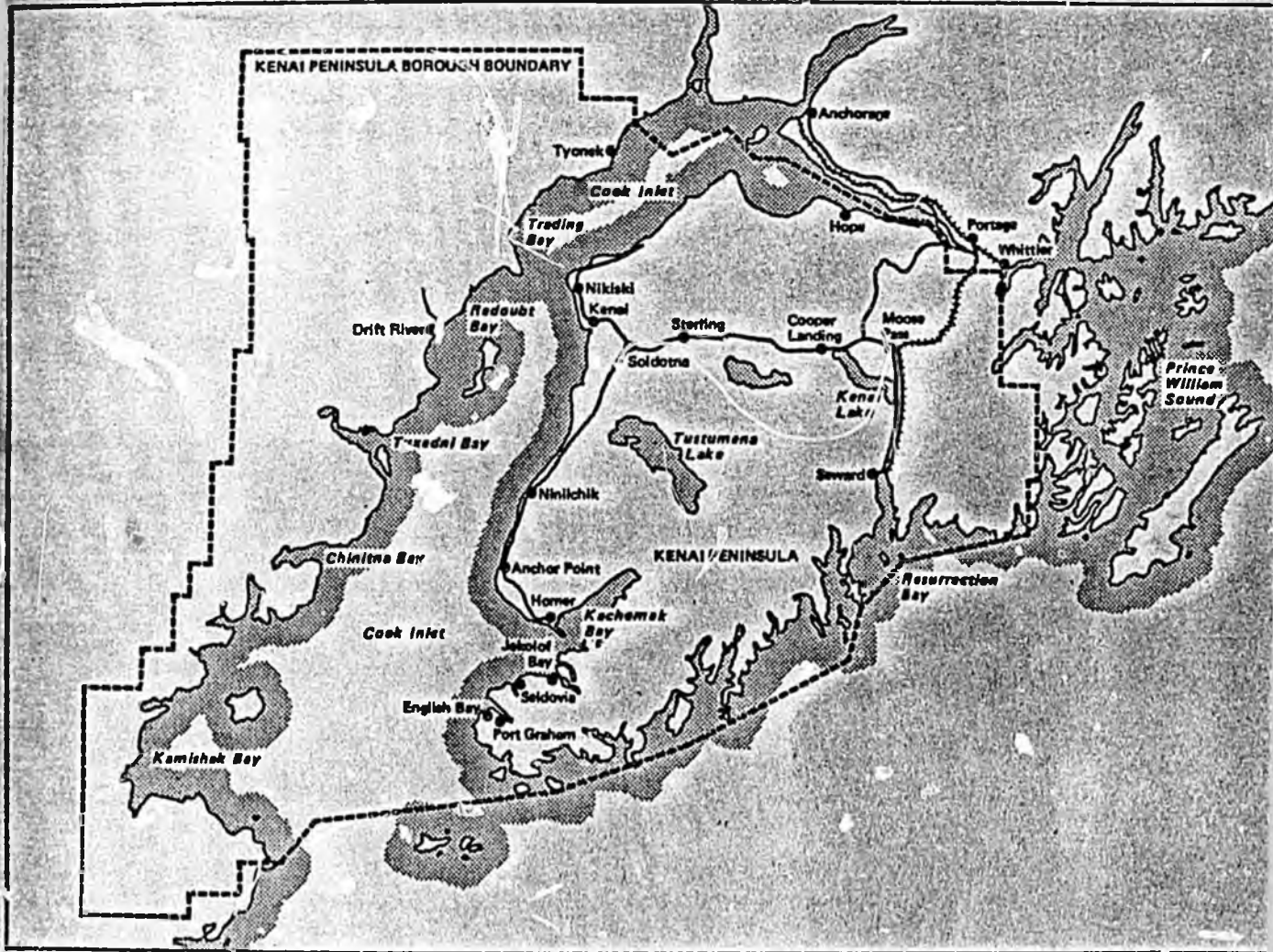
REMOVE STRUCTURE

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

PERMANENT ADVANCE CONSTRUCTION SIGN IN ACCORDANCE
WITH STANDARD DRAWINGS C-10.04 AND C-11.04

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 1988

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4
HIGH PRIORITY PROJECTS*

	Ongoing DOT/PP Project	Ongoing KPB 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. Bear Creek		x	x		
4. Bear Creek (Kachemak City)			x		x
5. Big Eddie		x	x		
6. Cannery			x		
7. Ciechanski			x		
8. Cim Gulch <i>agency project</i>				x	x
9. Coho Loop <i>reclassified priority</i>			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	
20. Lake St./Pioneer Ave.			x		x
21. Lamplight/Holt		x	x		
22. Lou Morgan/Scout Lake	x		x		
23. Lowell Point			x		x
24. Mackays Lakes		x	x		
25. Meyers/Strawberry		x	x		
26. Nash Rd./Seward Hwy. Intersection			x		
27. Ninilchik/Beach		x	x	x	1
28. North Anchor River		x	x		1
29. North Kenai Highway Phases I, II, & III	x		x	x	
30. Olson/Bunnel/Main			x		
31. Resurrection River		x		x	
32. Seldovia Airport Rd.-Main St.			x		x
33. Seldovia/Jakolof 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. Tustumena 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>Marina</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. Kasilof 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. 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

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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
907-283-5888



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;