

S B

1 7 5

sb 175 amend xx1

PROPOSED AMENDMENT

TO

SB 175

On page 1, line 11, delete "\$18,500,000" and  
insert in its place "\$13,000,000"

On page 1, line 12, delete "\$925,000" and  
insert in its place "\$650,000"

On page 1, line 14, following the period (.), insert:

"The monies are to be allocated to Alternative A."

PROPOSED AMENDMENT

# Alaska State Legislature

SENATOR  
JOHN B. "JACK" COGHILL  
Chairman

POUCH V  
JUNEAU, ALASKA 99811  
(907) 465-4921



Senator Jan Falks—Vice Chairman  
Senator Mitch Abood  
Senator Paul Fischer  
Senator Joe Josephson

## Senate Committee on Transportation

### MEMORANDUM

To: Committee Members

From: Committee staff *jm*

Date: April 1, 1985

Re: SB 175

---

SB 175 proposes to appropriate \$18.5 million (of which less than \$1 million would be from the general fund) to design and construct the DeArmoun-Rabbit Creek Interchange in south Anchorage.

This project has had a substantial amount of work done on it in the past several years, including required public hearings, environmental impact statement and preliminary engineering. The State has chosen Alternative 'C' as its preferred alternative, has received FHWA approval for it, and is proceeding with that design. DOT/PF is also acquiring right-of-way necessary for the project.

SB 175 was introduced to fund Alternative 'C', although it was also included in the Governor's FY 86 budget request. However, Senator DeVries has indicated she would now prefer to fund Alternative 'A', and has proposed an amendment to do so. She has based this decision, she said, on input from effected landowners and on the alternative's lower cost.

DOT/PF has indicated that, in view of the work done on Alternative 'C' to date, to change to Alternative 'A' at this point would probably set the project back 2 to 3 years, and would likely effect federal funding.

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
CENTRAL REGION

JAY S. HAMMOND, GOVERNOR

4111 AVIATION AVENUE  
POUCH 6900  
ANCHORAGE, ALASKA 99502  
(TELEX 28-188)

Alternative "A"

Date: 1-8-82  
Prepared By: EQD

## PRELIMINARY CONSTRUCTION COST ESTIMATE FOR:

Project: DeArmon & Rabbit Creek Interchange  
From: \_\_\_\_\_ (MP) TO: \_\_\_\_\_ (MP)

Total Length: 1.5 Miles

Location and Description: Construction of a full diamond interchange at DeArmon Rd & New Seward Hwy intersection and eliminating Rabbit Cr Rd. Old Seward Hwy intersection with the construction of a two way Frontage Road to the east bet. DeArmon Rd & Rabbit Cr Rd. Upgrading New Seward Hwy into 4 lanes

Current ADT: \_\_\_\_\_ Design ADT: \_\_\_\_\_

Required Width: \_\_\_\_\_ Actual Width: \_\_\_\_\_

Assumed Structural Section H.A.P.: 4 in.

C.A.B.: 9 in.

Borrow: Varies in.

## Estimated Costs (1981 Dollars) Based Upon Above Assumptions:

1. Construction Estimate:	\$	<u>7,907,294</u>
2. Construction Administration ( <u>12%</u> of 1):	\$	<u>948,875</u>
3. Subtotal:	\$	<u>8,856,169</u>
4. Preliminary Engineering ( <u>6%</u> of 1):	\$	<u>474,438</u>
5. Right of Way (\$ _____ /Acre):	\$	<u>1,204,060</u>
6. Utilities:	\$	<u>423,600</u>
7. Subtotal:	\$	<u>10,963,267</u>
8. Contingencies ( <u>5%</u> of 7):	\$	<u>548,163</u>
TOTAL:	\$	<u>11,511,430</u>

Sheet 1 of \_\_\_\_\_

# STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
CENTRAL REGION

4111 AVIATION AVENUE  
POUCH 6900  
ANCHORAGE, ALASKA 99502  
(TELEX 23-188)

Alternative C

Date: 1-8-82  
Prepared By: EGD

## PRELIMINARY CONSTRUCTION COST ESTIMATE FOR:

Project: DeArmond & Rabbit Creek Interchanges  
From: \_\_\_\_\_ (MP \_\_\_\_\_) TO: \_\_\_\_\_ (MP \_\_\_\_\_)

Total Length: \_\_\_\_\_

Location and Description: Upgrading New Semard Hwy into 4 lanes. A construction of a partial diamond interchange at DeArmond Rd intersection and a full interchange at Rabbit Cr. Rd - Old Sem. Hwy intersection.

Current ADT: \_\_\_\_\_ Design ADT: \_\_\_\_\_  
Required Width: \_\_\_\_\_ Actual Width: \_\_\_\_\_  
Assumed Structural Section H.A.P.: 4" in.  
C.A.B.: 9" in.  
Borrow: Varies in.

### Estimated Costs (1981 Dollars) Based Upon Above Assumptions:

1. Construction Estimate:	\$ <u>12,380,264</u>
2. Construction Administration ( <u>12%</u> of 1):	\$ <u>1,725,632</u>
3. Subtotal:	\$ <u>16,105,896</u>
4. Preliminary Engineering ( <u>6%</u> of 1):	\$ <u>862,816</u>
5. Right of Way (\$ _____ /Acre):	\$ <u>5,365,600</u>
6. Utilities:	\$ <u>762,750</u>
7. Subtotal:	\$ <u>23,103,062</u>
8. Contingencies ( <u>5%</u> of 7):	\$ <u>1,155,153</u>
TOTAL:	\$ <u>24,258,215</u>

Sheet 1 of \_\_\_\_\_

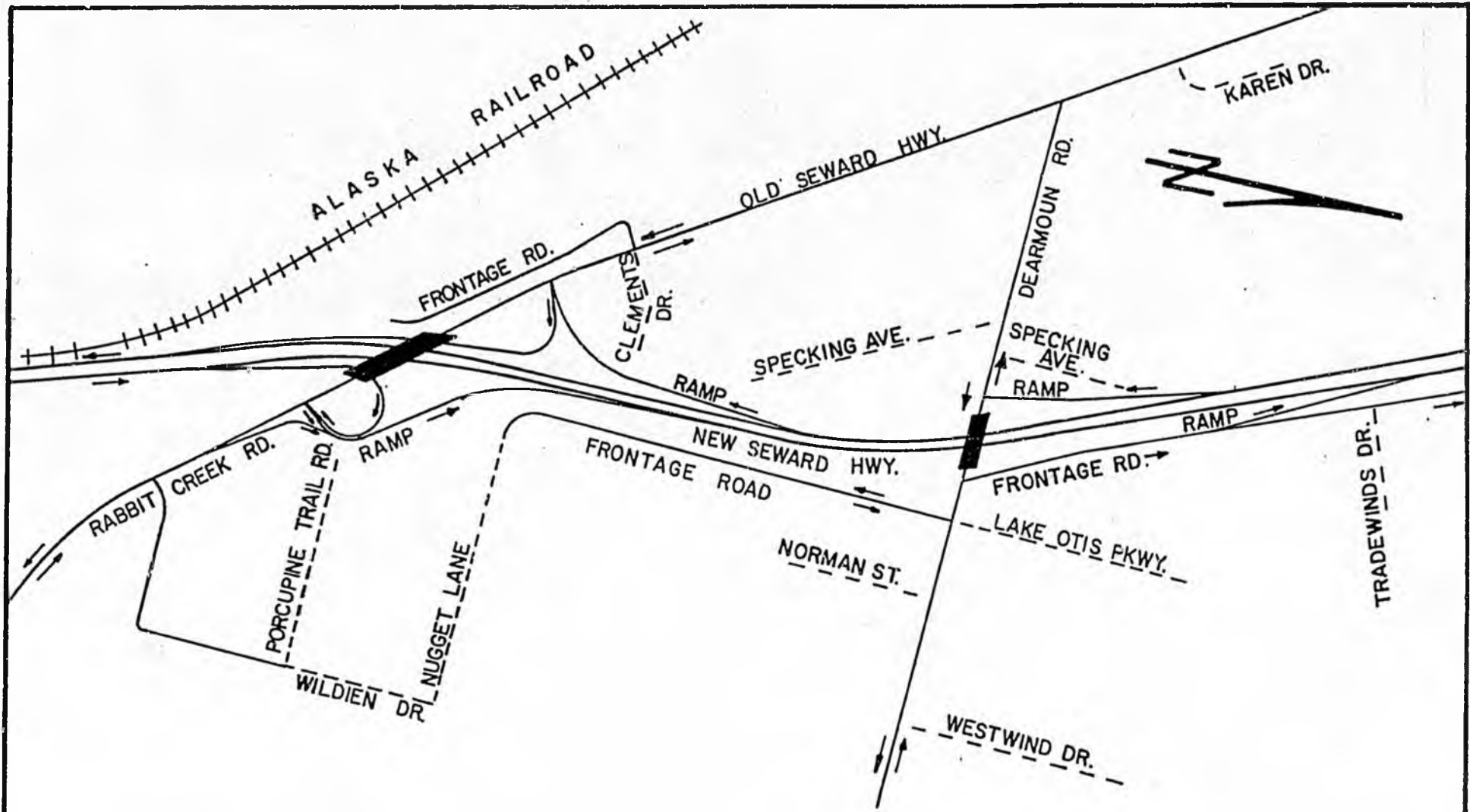
of the existing development.

The five alternatives under consideration present a number of interchange configurations. Traffic projections for each of these configurations have been included in Appendix A.

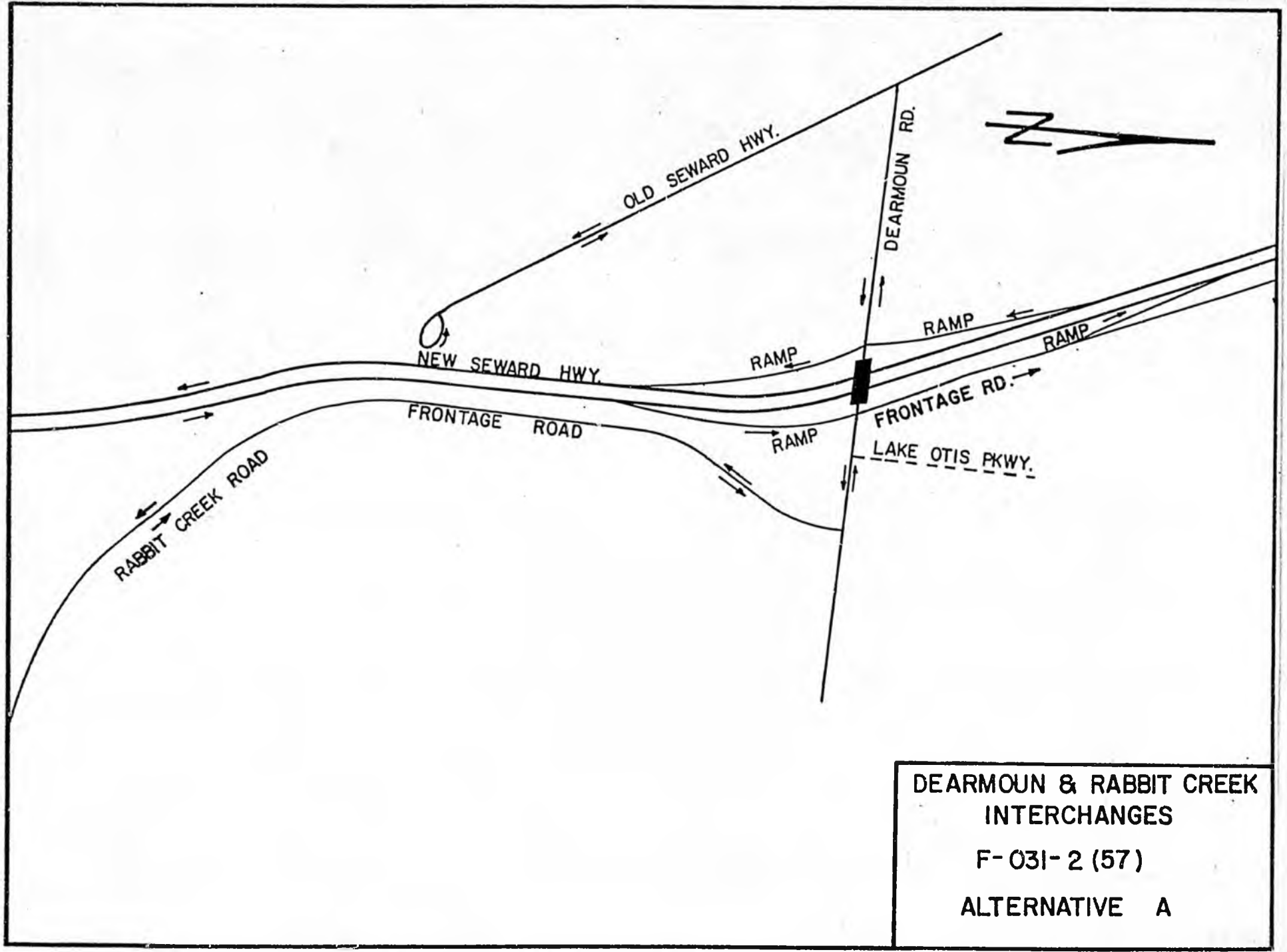
All of the alternatives would construct an at-grade intersection serving the driveway of the Rabbit Creek Rifle Range and the road which provides access to the property east of the highway. A median opening and left-turn storage lanes would be provided at this location. There is a possibility that an increase in traffic volumes will make it desirable to close this median opening at some time in the future.

#### ALTERNATIVE A

This proposal calls for the construction of a full diamond interchange at the DeArmoun Road Intersection and the elimination of the Old Seward Highway Intersection. The Old Seward Highway west of the New Seward Highway would be dead-ended and provided with a cul-de-sac. Rabbit Creek road will be connected with the two-way frontage road east of the New Seward Highway. This frontage road will be realigned so that its proposed intersection with DeArmoun Road will be farther east than its existing intersection. This was done in order to provide better spacing between this intersection and the ramp intersection. This alternative would make it necessary for area residents wishing to travel from the Old Seward Highway to Rabbit Creek Road to do so by way of DeArmoun Road.



DEARMOUN & RABBIT CREEK  
INTERCHANGES  
F- 031-2 (57)  
ALTERNATIVE C



DEARMOUN & RABBIT CREEK  
INTERCHANGES  
F-031-2 (57)  
ALTERNATIVE A

# Valdez Chamber of Commerce

P.O. Box 512 • Valdez, Alaska 99686 • Phone 835-2330

October 26, 1984

Honorable Bill Sheffield  
Governor - State of Alaska  
Pouch A  
Juneau, Alaska 99811

Dear Governor Sheffield;

This letter is to express the Valdez Chamber of Commerce's support for the City of Valdez REQUEST FOR FUNDING of the following CAPITAL PROJECTS:

1. Commercial Boat Harbor
2. Prince William Sound Community College
3. Museum Addition
4. Ice Skating Rink
5. National Guard Armory
6. New Jail Addition
7. Upgrading Richardson Highway
8. Small Boat Harbor Slips
9. Valdez Industrial Park
10. Small Boat Harbor Grid
11. Handicap Curbs
12. Dayville Road Boat Ramp

Thank you for your positive considerations to these projects.

Respectfully,



William J. Simpson  
President

CHAMBER OF COMMERCE PRIORITIES

## Small Boat Harbor Expansion

This project is the development of the final phase of the existing Valdez Small Boat Harbor. At the time of the original Corps of Engineers Valdez boat harbor construction, the general area to the east of the original boat harbor was left undeveloped for future harbor expansion. The area of the proposed expansion site is presently at elevation to a depth of -13 feet (MLLW) which will be consistent with the bottom of the existing small boat harbor area. The excavation consists of the removal of approximately 298,000 cubic yards of soil in the harbor area.

Material removed from the harbor expansion area would be located on the Port of Valdez side of the existing spit that now separates the boat harbor from the port. This area was used as a site for disposing of the dredge material from the original boat harbor.

The widening of the spit area, at a City owned location, would facilitate the creation of a waterfront area for uses compatible with the City's Coastal Zone Management plan. These intended uses include the storage and dry docking of recreational and commercial boats; the storage of commercial fishing gear; and a parking and staging area. The limited amount of land available near the small boat harbor doesn't assure a place for parking boat trailers or pulling boats out of the water for minor repairs. This site is also designated as a potential long range planning site for expanded fin fish and shellfish processing facilities.

The intended use for the expanded boat harbor area would be to provide additional moorage capacity for private and small commercial boats. The facility would be owned and operated by the City of Valdez as it is the final phase of the small boat harbor project. A conceptual drawing of the expanded small boat harbor is shown in 'Figure 1'

The Valdez Small Boat Harbor expansion project is a positive development activity for the continued planned growth of the City of Valdez. The additional facilities support the commercial and recreational fishing populace and are expected to be beneficial to the local economy.

The existing small boat harbor currently has the following number of berths available:

<u>Length (ft)</u>	<u>Number</u>
50	33
42	34
32	84
24	108
20	98

On these berths, the occupancy rate on a year round basis is relatively high particularly in the larger boat lengths:

<u>Length (ft)</u>	<u>Occupancy Percentage</u>
50	100
42	90
32	65
24	40
20	30

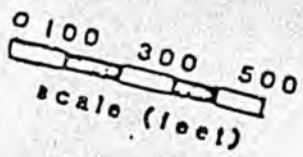
In addition, there is over 350 feet of transient dock, however, no individual transient berths exist. Six berths are being utilized for either permanent or scenic-permanent residence. At least seven vessels, making Valdez their home port, are 50 feet or more in length:

<u>Name</u>	<u>Length</u>	<u>Type</u>
Capt. Sonny	80'	Fishing
El Centrol	76'	Fishing
Bering	65'	Pilot
Margaret M.	60'	Tug
Vince Pee Dee	56'	Charter
Libra	55'	Fishing
Lady Fair	50'	Pleasure

During peak fishing periods, it is estimated that over 100 additional boats utilize the harbor. Valdez currently has two growing fish processors and a third processor expressing interest in locating in Valdez. This could lead to a substantial increase in necessary berths.

The secondary benefit to the City of Valdez with the expanded harbor will be increased use of local lodging, food services, marine repairs and fuel sales.

Figure 1



City of Valdez  
property

Univ. of Alaska  
property

NORTH HARBOR DRIVE

Coast  
Guard  
Dock

Existing  
Docks

Harbor Channel Exist. Harbor bottom  
-12.0'

Existing Road

Existing Split Area  
OWNER:  
City of Valdez

DREDGE AREA  
Approx. .85 Acre  
250,000 c.y.

Existing Tanks

Road Easement

MHHW 12.03'

Exist. Breakwater

224' 80'

MLLW 0.00'

FILL AREA  
Approx. 250,000 c.y.

EBB

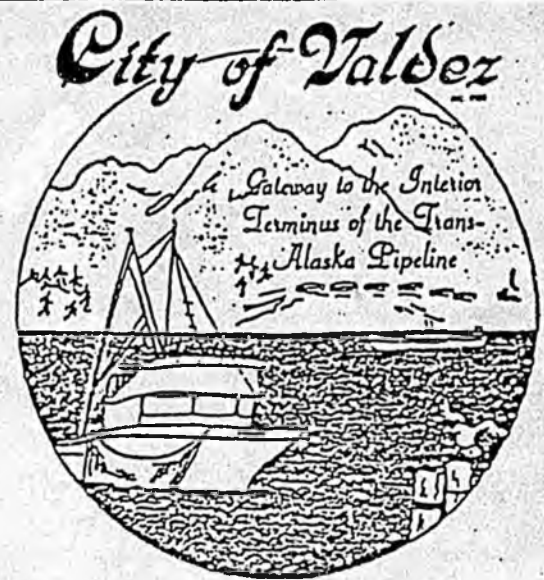
FLOOD

PORT VALDEZ

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## FUNDING REQUEST FOR VALDEZ COMMERCIAL BOAT HARBOR IMPROVEMENTS



Commercial fishing and fish processing are developing into significant renewable industries in the City of Valdez. Advances in aquaculture, fisheries management, bottom fishing and fish processing offer even greater potential for the future.

According to a recent study commissioned by the City, commercial fishing can and should develop at a steady rate consistent with the resource and the ability of fishermen, processors and the market to efficiently utilize resources.

Economics of fish processing, marketing and fisheries related business are sensitive to initial capitalization such as good harbors, adequate uplands, handling facilities and docks. Jointly used facilities which lower annual costs of capitalization are an attraction to business and with availability there is more chance of business growth and success.

The City of Valdez has established general annual capital improvement priorities specifically directed toward improving commercial fishing and other harbor use activities. The City is also reviewing long range harbor expansion goals, which will be consistent and mesh with development as it happens.

The program for 1985 - 1986 is limited to the priority items discussed on the following pages.

### FUNDING REQUEST

FOR CAPITAL PROJECTS AND GRANTS

FY 86

<u>CITY PRIORITY</u>	<u>PROPOSED PROJECT</u>	<u>DISTRICT 6 APPROPRIATION</u>	<u>PROJECTS SUPPORTED BY THE CITY OF VALDEZ AND AGENCY REQUESTING FUNDS</u>
1	Commercial Boat Harbor - Phase II/Small Boat Harbor Improvements	4,500,000	--
2	Prince William Sound Community College Classroom/Office Building	2,000,000*	9,834,000 University of Alaska
3	Valdez Heritage Center Expansion	2,500,000	--
4	Ice Skating Arena	2,500,000	--
5	National Guard Armory	--	1,300,000 Department of Military Affairs
6	New Jail Addition	--	675,000 Department of Corrections
7	Richardson Highway Improvements	--	23,100,000 Department of Transportation
8	Subdivision of the Valdez Industrial Park	288,000	--
9	Small Boat Harbor Grid	--	750,000 Department of Transportation
10	Handicap Curbs	-40,000	--
11	Dayville Road Boat Ramp	<u>150,000</u>	
	Total project funding requested by the City of Valdez	\$ 9,978,000	
	Total project funding supported by the City of Valdez		\$ 35,659,000

\* Note: First priority is that funding come from University funding. However, if not appropriated from University, then City requests \$2,000,000 as a direct appropriation to funding Phase I of Prince William Sound Community College.

REQUEST FOR FUNDING FOR CAPITAL PROJECTS/GRANTS

FISCAL YEAR 1986

Location Valdez Election District 6

Project Title Commercial Boat Harbor Improvements

Community Priority Number 1 of 11

Agency Responsible \_\_\_\_\_

State or Local (Responsibility) Local

<u>COST ESTIMATES</u>		<u>REQUESTED FUNDING</u>	
Site Acquisition	\$ <u>-0-</u>	General Fund	\$ <u>4,500.000</u>
Planning and Design	\$ <u>750,000</u>	Federal (source)	\$ _____
Construction and Equip	\$ <u>3,750,000</u>	Other (source; local, etc...)	\$ _____
Other	\$ _____	Total	\$ <u>4,500.000</u>

Previous Appropriations and Years \$3,000,000 FY 85/rip rap, slope revision, dock

Maintenance/Operating Cost (First Year) \$ 50,000

(Annual) \$ 50,000

PROJECT DESCRIPTION AND JUSTIFICATION Estimated Starting Date June 1985

Completion Jan. 1986 (Explain physical product and operational activities, if this project is one phase or multi-phase. Briefly describe the entire project, attach any backup materials, maps, surveys, etc.)

Commercial fishing and fish processing are developing into significant renewable industries in the City of Valdez. According to a recent study commissioned by the City, commercial fishing can and should develop at a steady rate consistent with the resource and the ability of fishermen, processors and the market to efficiently utilize resources.

Economics of fish processing, marketing and fisheries related business are sensitive to initial capitalization such as good harbors, adequate uplands, handling facilities and docks. Jointly used facilities which lower annual costs of capitalization are an attraction to business and with availability there is more chance of business growth and success.

In order to meet the immediate demands of the growing commercial fishing industry in the City of Valdez, we have had to utilize a portion of our small boat harbor which is referred to as Valdez Commercial Boat Harbor, Phase I and approved by the state in 1984.

As a part of the Commercial Boat Harbor, Phase I, it is necessary to provide small vessel slips as identified on the attached drawing and labelled Number 6.

The program for 1985 - 1986 is limited to the priority items discussed on the following pages.

1985 - 1986 PROJECT BUDGET

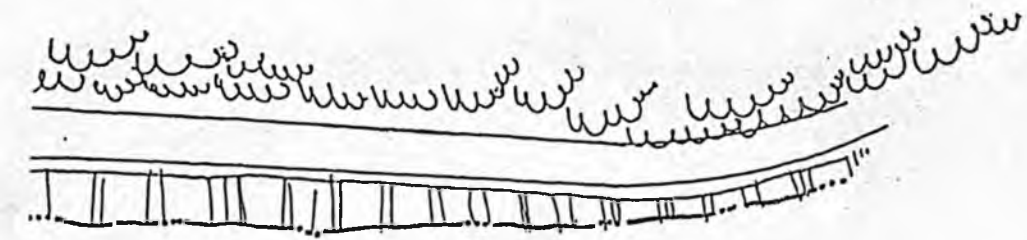
Harbor Dredging and Land Fill	\$ 1,500,000
Float Modifications	300,000
Drain System	200,000
Bilge and Waste Oil Disposal Systems	100,000
Slip Improvements	<u>2,400,000</u>
Total Project Budget	\$ 4,500,000

PROJECT SCHEDULE

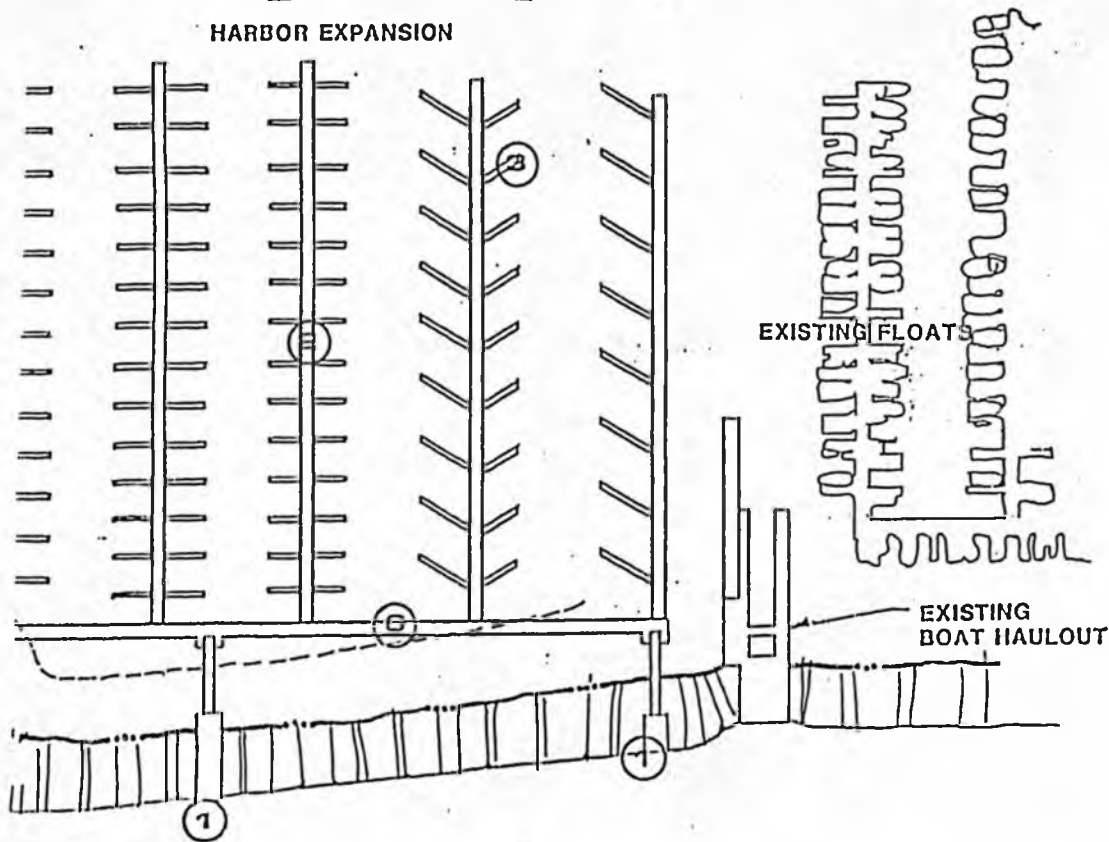
<u>February 1985</u>	<u>September 1985</u>	<u>September 1986</u>
Design	Contract Award	Construction Completion

CONTACT:

Jim Watson  
City Manager  
P. O. Box 307  
Valdez, Alaska 99686  
(907) 835-4313



HARBOR EXPANSION



PRIMARY COMPONENTS OF THE PROPOSED DEVELOPMENT INC

- ① Two approach structures and access gangways
- ② Five main harbor floats with access float
- ③ Finger floats varying in length to 50 feet
- ④ Boat ramp access float
- ⑤ Boat ramp and various improvements including wash down and boat apron
- ⑥ Float utilities

BUDGET

<u>Description</u>	<u>Estimated Qty.</u>	<u>Unit Price</u>	<u>Amount</u>
Excavation	298,000 Cu.Yd.	400/cu.yd.	\$1,195,200.00
Containment Dike	Lump Sum	225,000	225,000.00
Filter Fabric, Dike	1,335 Sq.Yd	2.00/sq.yd.	2,670.00
Coarse Gravel	25,000 tons	12.00/ton	300,000.00
Armor Rock	2,000 tons	80.00/ton	160,000.00
12" CMP (14 gauge)	430 L.F.	50.00/L.F.	21,000.00
Storm Drain Pipe			
Storm Drain Manhole	1	4,000	4,000.00
Mobilization and Demobilization	Lump Sum	<u>150,000</u>	<u>150,000.00</u>
TOTAL GRANT REQUEST:			\$2,083,450.00

SUMMARY

Proposed Project: Expansion of the Valdez Small Boat Harbor

Need: Increasing requirements for recreational and commercial boat space.

Permits: Alaska D.E.C. Permit: Granted.  
Federal C.O.E. Permit: Granted.

Environmental Impact Statement: Completed.

Budget Total: \$ 2,083,450.00

Total Grant Request: \$ 2,083,450.00

## VALDEZ COMMERCIAL BOAT HARBOR

The City of Valdez desires to construct and operate a Commercial Boat Harbor (CBH) primarily to serve a commercial fishing fleet with vessel lengths of 65 to 150 feet. The proposed site is south of the Mineral Creek Islands and eastward of the proposed Small Boat Harbor (SBH) expansion area (see Figure 1, 2, and 3). The site is bounded on the north by Dock Point and on the west by Harbor Point and the site of the proposed SBH expansion (Kennicott Avenue). The project would involve dredging the site to a depth of -25 feet mean low low water (MLLW). The general layout of the proposed CBH is shown on Figure 3.

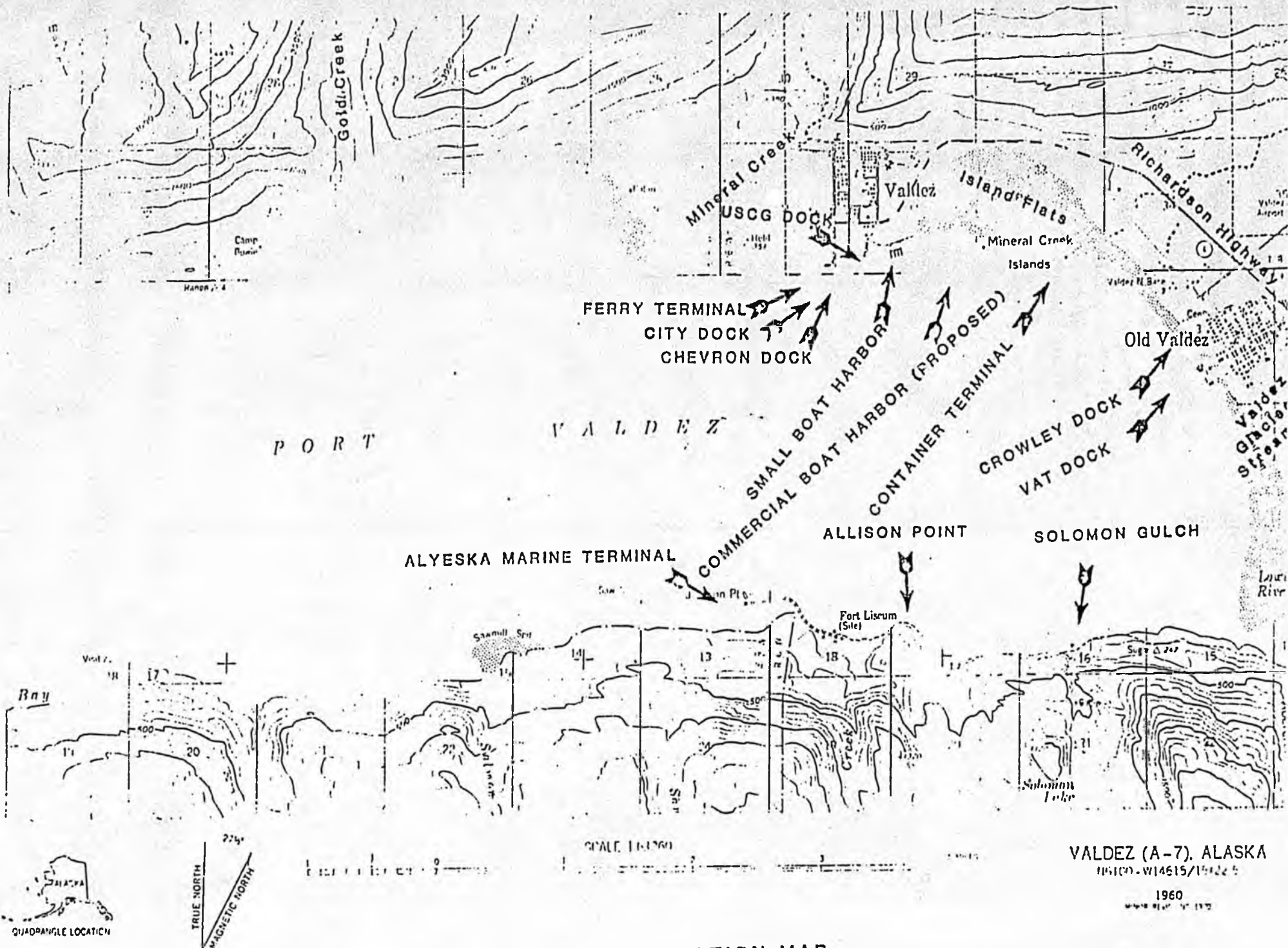
The City wishes to develop the CBH in phases. Phase I would consist of the initial geotechnical investigation, engineering design and dredging of the harbor. Future work would include completion of sheet piling, breakwaters, mooring facilities, roads, etc.

The area under consideration for construction of the CBH was studied to some extent from 1977 to 1979 as a part of the on-going geotechnical and environmental evaluation for the City's port expansion study. Some of the area was also included in work related to the preparation of the Alpetco DEIS and FEIS. Additional biological reconnaissance of the area was made in the spring of 1981 as an adjunct to some limited biological investigations related to the proposed SBH expansion. The Port of Valdez itself has been the subject of numerous other investigations in the past decade relative to construction and operation of the Alyeska marine terminal and the environmental and permitting phase of the Alpetco project. Climatic and tidal conditions are well known as is the general nature of the circulation and sedimentation patterns. The wildlife resources of the area of interest have been described, in part, by an 'Environmental Assessment' previously prepared for the City in conjunction with the permitting of the City's container dock and marshalling yard which was recently completed. This ecological overview draws heavily on the previous work performed for the 1979 assessment, as well as work performed by the University of Alaska and others during the planning, design and construction of the Alyeska marine terminal.

Cost estimated for this first phase effort.           \$ 4,500,000.00

COMMERCIAL BOAT HARBOR

FIGURE 1



TRUE NORTH  
MAGNETIC NORTH

APPROXIMATE MEAN DECLINATION, 1960

SCALE 1:50,000

VALDEZ (A-7), ALASKA  
1:50,000 - W14615/1/60  
1960

PORT VALDEZ - LOCATION MAP

Figure 1

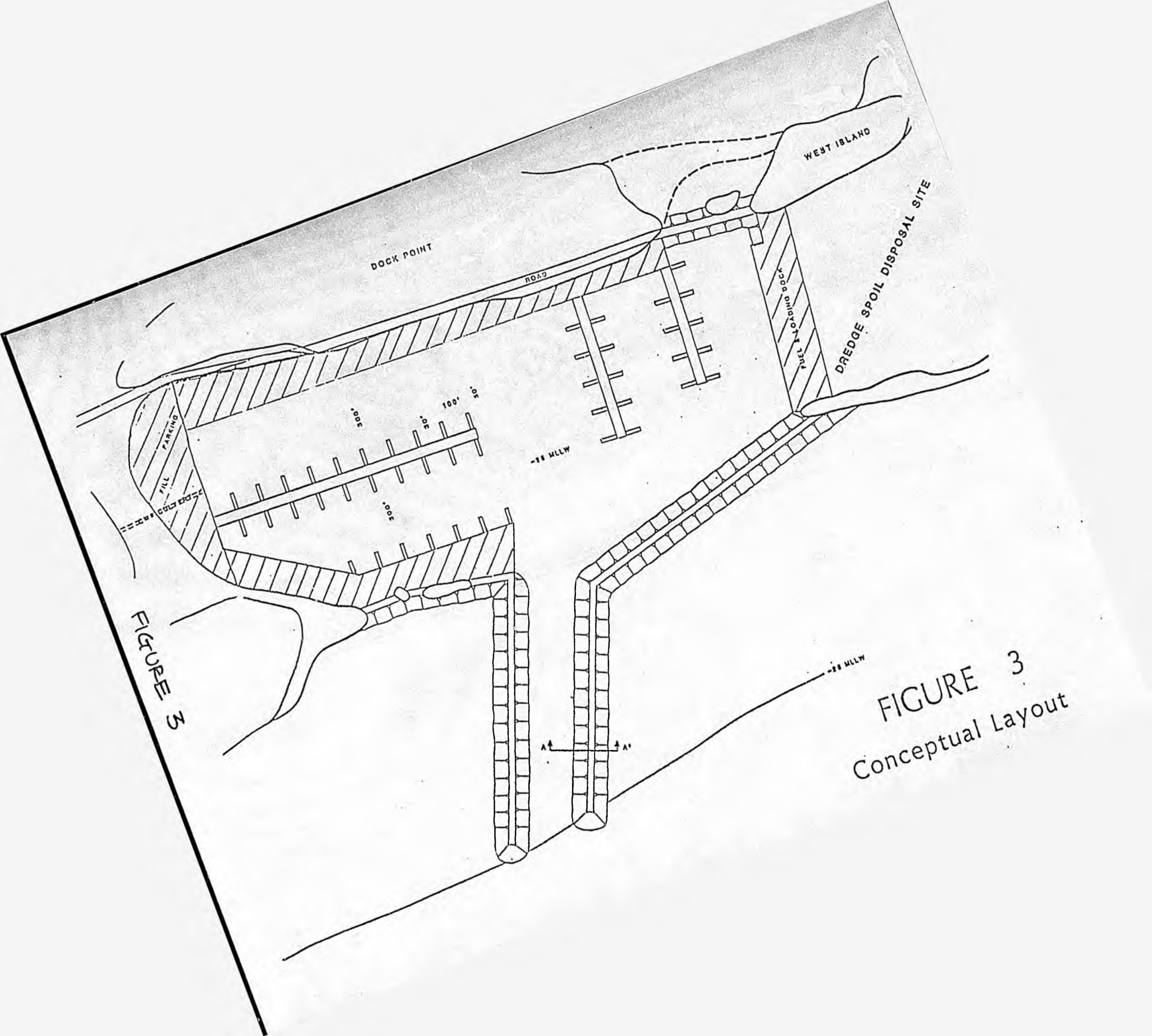


FIGURE 3

FIGURE 3  
Conceptual Layout

# Valdez Chamber of Commerce

P.O. Box 512 • Valdez, Alaska 99686 • Phone 835-2330

## 1983 LEGISLATIVE PROGRAM

### TRANSPORTATION:

#### A. Highways;

with the advent of Alaska becoming a member of the interstate program, accelerate existing 5 year capital improvement plan to within 2 years, and accelerate the 5 to 10 year planning phase to within 5 years with emphasis on reconstruction of the following:

Richardson - Mile 129-265  
(Gakona Jct. to Delta Jct.)

Tok - Mile 30-75  
(Gakona Jct. to Tok)

Alaska - Mile 1314-1221

Copper River - Million Dollar Bridge to  
Richardson Highway

Glenn - Mile 50 to 135

#### B. Marine Highways;

support increase in scheduling to Prince William Sound terminals, and urge the acquisition of a larger vessel to serve Valdez-Cordova-Whittier, and urge the appropriation of the necessary money required for improvements to the state ferry terminal in Valdez.

#### C. All-Alaska Gas-Line;

urge the state support for construction of an all-Alaskan gas pipeline from the North Slope to tidewater, when deemed feasible

#### D. Seward Coal Terminal;

support the necessary actions to convert the Seward grain terminal to a coal mineral terminal

#### E. Valdez Air Terminal;

urge state acquisition and maintenance of the existing terminal building

VALDEZ CHAMBER OF COMMERCE

COMMERCIAL BOAT HARBOR:

urge the appropriation of \$21 million for the construction of a commercial boat harbor in Valdez, and urge the funding associated with the Valdez Fisheries Development Association



ENERGY:

- A. Silver Lake Hydroelectric;  
urge the appropriation of necessary monies required to construct the Silver Lake hydroelectric plant and transmission inter-ties to Cordova and to the Solomon Gulch hydroelectric plant
- B. Susitna Hydroelectric;  
support the Phase I construction of the Susitna hydroelectric and inter-tie project

NATURAL RESOURCES:

support the acceleration of the development of Alaska's natural resources

AGRICULTURE:

support the increase of programing and appropriations for the Delta agriculture program, specifically marketing and planting

ADMINISTRATIVE:

- A. State Boroughs;  
support the freedom of choice by the local residents as to the formation of local government
- B. Tax Reform;  
favors application of an investment tax credit at 10% of qualified investment in Alaska each year, not limited to 18% of federal tax credits; favors revision of the state corporate income tax rate to 1% of the first \$250,000 and a reduction of the maximum rate of 9.4%
- C. Regulation Reform;  
Ref. 1982 SB 84, relaxation of stipulations
- D. Insurance Reform;  
support mandatory bodily injury and property damage liability insurance, and support M.A.D.D.
- E. Land Disposal Program;  
urge the requirement of access power and communication construction to and within the State Land Disposal Subdivisions, both now in existence and future disposals

JUDICIAL:

- A. support the assignment of a District Attorney and a Superior Court judge, in that order, to the Valdez, Glennallen, Cordova area of the Third Judicial District
- B. urge the appointment and necessary appropriations of and for a Judicial Probation Officer in the Valdez, Glennallen, Cordova area of the Third Judicial District

RECREATION:

- A. support the Prince William Sound Development Legislation, and specifically the necessary funding for land acquisition and development of a harbor camper park in Valdez
- B. support the trails and campsite development legislation

COMMUNICATION:

support the passage of Alaska Public Broadcasting Commission's FY'84 budget, which includes a Terminal Radio, Inc. (Valdez) funding request

EDUCATION:

- A. Prince William Sound Community College;  
support the continued programming and urge the necessary appropriations for the upgrading of the existing plant facility

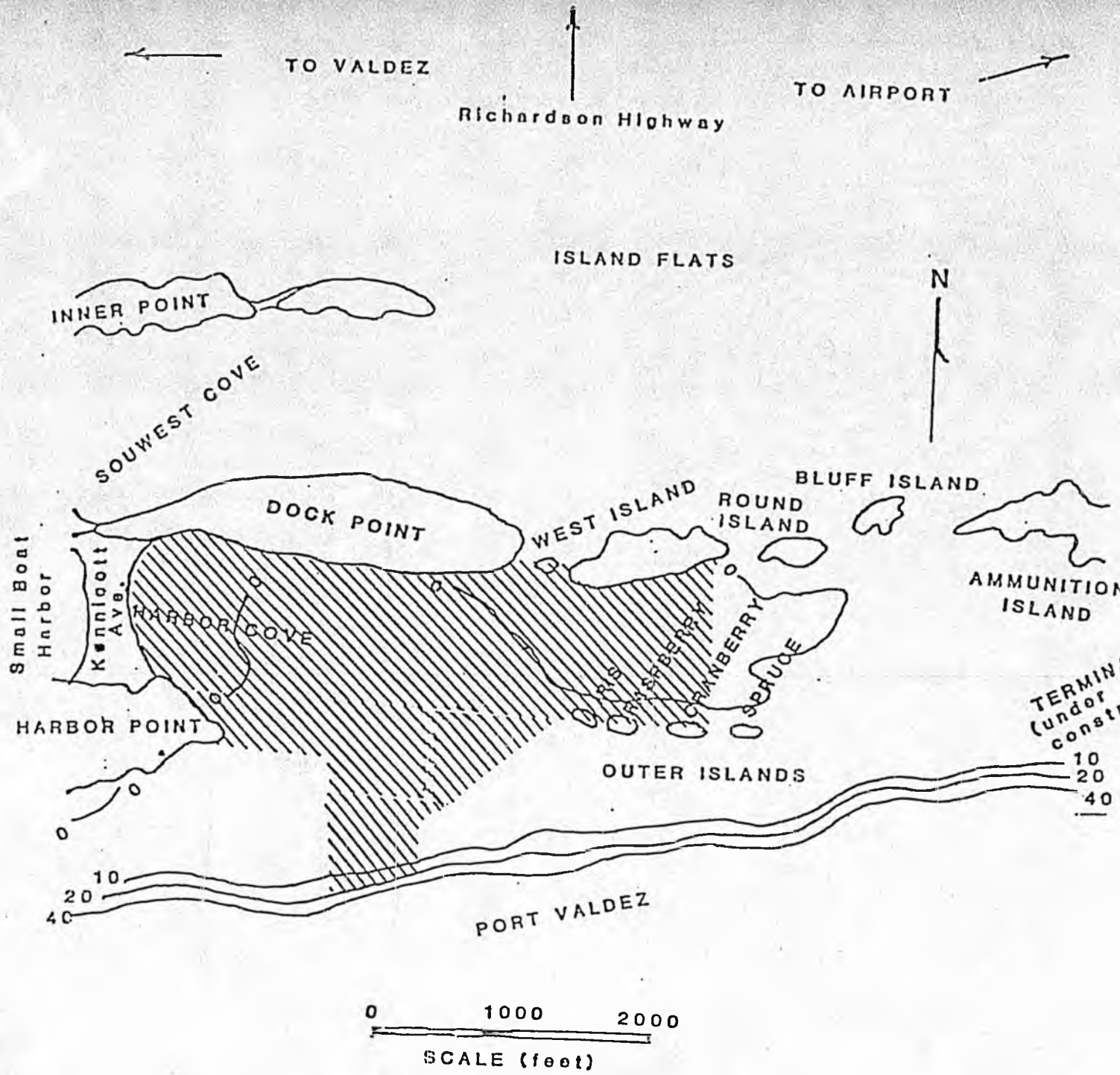


FIGURE 2

Location Map and General Project Area

FIGURE 2

Introduced: 2/21/85  
Referred: Transportation  
and Finance

Funding Information  
General Fund \$4,500,000  
Other Funds -0-  
\$4,500,000

1 IN THE SENATE

BY DEVRIES

2

SENATE BILL NO. 180

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FOURTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation for payment as  
7 a grant to the City of Valdez for phase II con-  
8 struction of the commercial boat harbor and for  
9 improvements to the small boat harbor; and providing  
10 for an effective date."

11 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

12 \* Section 1. The sum of \$4,500,000 is appropriated from the general  
13 fund for payment as a grant to the City of Valdez for phase II construction  
14 of the commercial boat harbor and for improvements to the small boat har-  
15 bor.

16 \* Sec. 2. The appropriation made by this Act shall be disbursed in  
17 accordance with AS 37.05.315.

18 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
19 10.070(c).

# Valdez Chamber of Commerce

P.O. Box 512 • Valdez, Alaska 99686 • Phone 835-2330

October 26, 1984

Honorable Bill Sheffield  
Governor - State of Alaska  
Pouch A  
Juneau, Alaska 99811

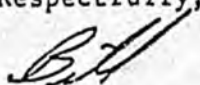
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11. Handicap Curbs
12. Dayville Road Boat Ramp

Thank you for your positive considerations to these projects.

Respectfully,

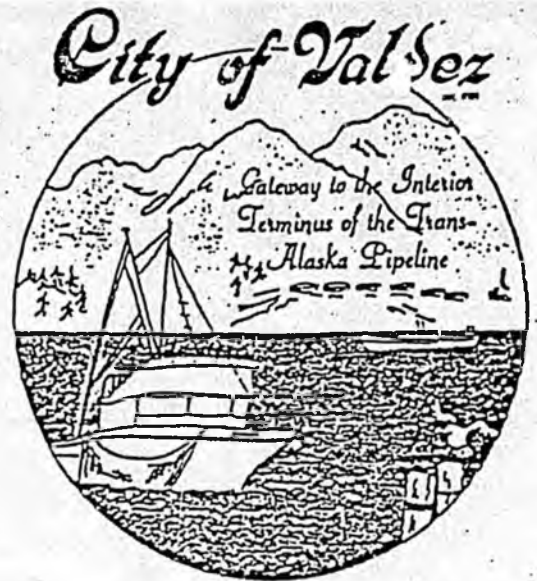


William J. Simpson  
President

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## FUNDING REQUEST FOR VALDEZ COMMERCIAL BOAT HARBOR IMPROVEMENTS



Commercial fishing and fish processing are developing into significant renewable industries in the City of Valdez. Advances in aquaculture, fisheries management, bottom fishing and fish processing offer even greater potential for the future.

According to a recent study commissioned by the City, commercial fishing can and should develop at a steady rate consistent with the resource and the ability of fishermen, processors and the market to efficiently utilize resources.

Economics of fish processing, marketing and fisheries related business are sensitive to initial capitalization such as good harbors, adequate uplands, handling facilities and docks. Jointly used facilities which lower annual costs of capitalization are an attraction to business and with availability there is more chance of business growth and success.

The City of Valdez has established general annual capital improvement priorities specifically directed toward improving commercial fishing and other harbor use activities. The City is also reviewing long range harbor expansion goals, which will be consistent and mesh with development as it happens.

The program for 1985 - 1986 is limited to the priority items discussed on the following pages.



REQUEST FOR FUNDING FOR CAPITAL PROJECTS/GRANTS

FISCAL YEAR 1986

Location Valdez Election District 6  
 Project Title Commercial Boat Harbor Improvements  
 Community Priority Number 1 of 11  
 Agency Responsible \_\_\_\_\_  
 State or Local (Responsibility) Local

<u>COST ESTIMATES</u>		<u>REQUESTED FUNDING</u>	
Site Aquisition	\$ <u>-0-</u>	General Fund	\$ <u>4,500,000</u>
Planning and Design	\$ <u>750,000</u>	Federal (source)	\$ _____
Construction and Equip	\$ <u>3,750,000</u>	Other (source; local, etc...)	\$ _____
Other	\$ _____	Total	\$ <u>4,500,000</u>

Previous Appropriations and Years \$3,000,000 FY 85/riprap, slope revision, dock  
 Maintenance/Operating Cost (First Year) \$ 50,000  
 (Annual) \$ 50,000

PROJECT DESCRIPTION AND JUSTIFICATION Estimated Starting Date June 1985

Completion Jan. 1986 (Explain physical product and operational activities, if this project is one phase or multi-phase. Briefly describe the entire project, attach any backup materials, maps, surveys, etc.)

Commercial fishing and fish processing are developing into significant renewable industries in the City of Valdez. According to a recent study commissioned by the City, commercial fishing can and should develop at a steady rate consistent with the resource and the ability of fishermen, processors and the market to efficiently utilize resources.

Economics of fish processing, marketing and fisheries related business are sensitive to initial capitalization such as good harbors, adequate uplands, handling facilities and docks. Jointly used facilities which lower annual costs of capitalization are an attraction to business and with availability there is more chance of business growth and success.

In order to meet the immediate demands of the growing commercial fishing industry in the City of Valdez, we have had to utilize a portion of our small boat harbor which is referred to as Valdez Commercial Boat Harbor, Phase I and approved by the state in 1984.

As a part of the Commercial Boat Harbor, Phase I, it is necessary to provide small vessel slips as identified on the attached drawing and labelled Number 6.

The program for 1985 - 1986 is limited to the priority items discussed on the following pages.

1985 - 1986 PROJECT BUDGET

Harbor Dredging and Land Fill	\$ 1,500,000
Float Modifications	300,000
Drain System	200,000
Bilge and Waste Oil Disposal Systems	100,000
Slip Improvements	<u>2,400,000</u>
Total Project Budget	\$ 4,500,000

PROJECT SCHEDULE

February 1985

Design

September 1985

Contract Award

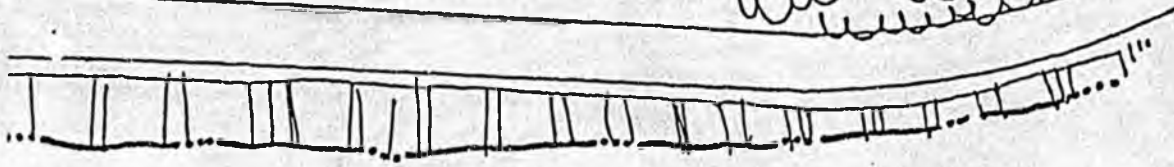
September 1986

Construction  
Completion

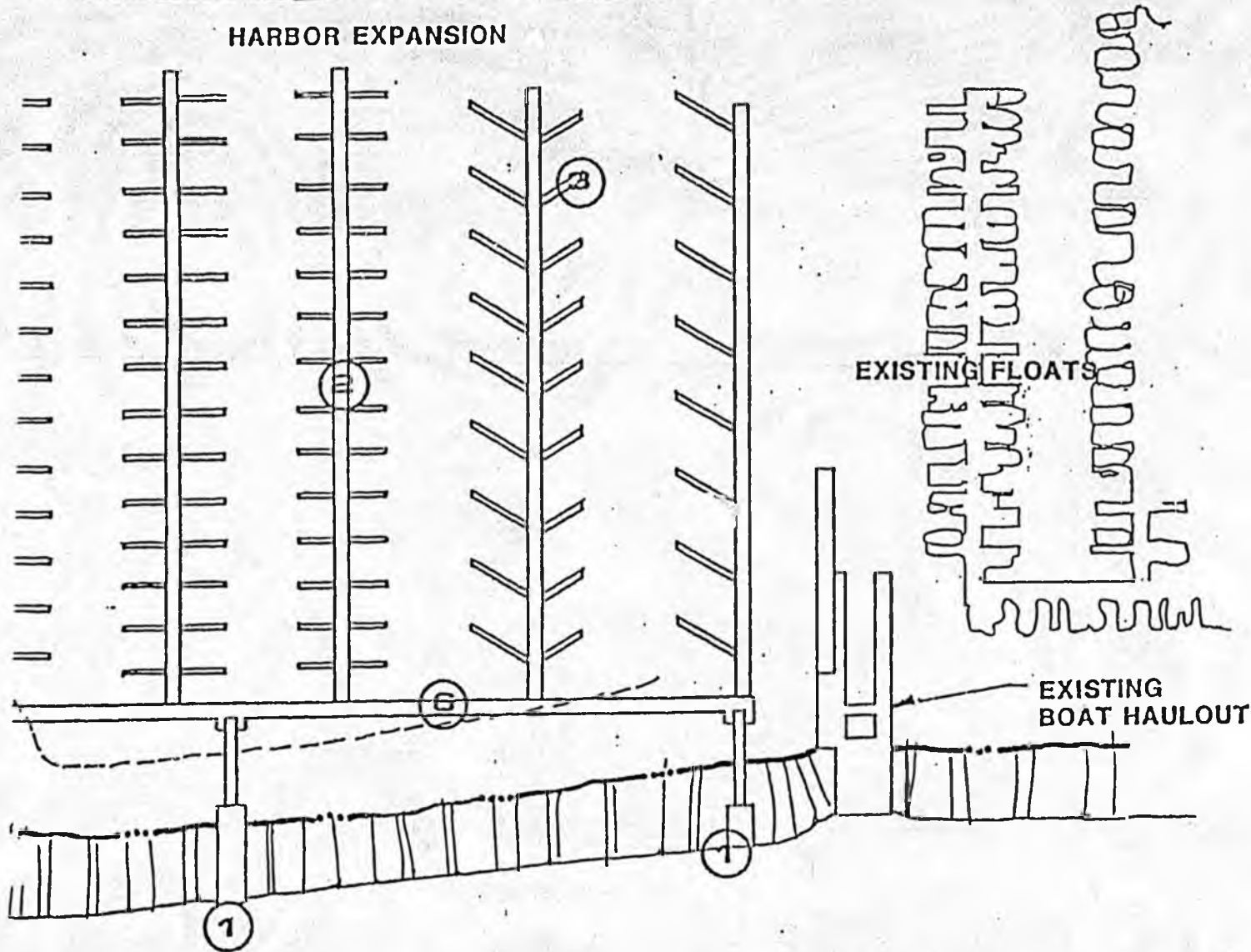
CONTACT:

Jim Watson  
City Manager  
P. O. Box 307  
Valdez, Alaska 99686  
(907) 835-4313

Handwritten notes in Arabic script at the top of the page, likely providing context or specific details for the project.



**HARBOR EXPANSION**



**PRIMARY COMPONENTS OF THE PROPOSED DEVELOPMENT INCLUDING**

- ① Two approach structures and access gangways
- ② Five main harbor floats with access float
- ③ Finger floats varying in length to 50 feet
- ④ Boat ramp access float
- ⑤ Boat ramp and various improvements including wash down and boat apron
- ⑥ Float utilities

## Small Boat Harbor Expansion

This project is the development of the final phase of the existing Valdez Small Boat Harbor. At the time of the original Corps of Engineers Valdez boat harbor construction, the general area to the east of the original boat harbor was left undeveloped for future harbor expansion. The area of the proposed expansion site is presently at elevation to a depth of -13 feet (MLLW) which will be consistent with the bottom of the existing small boat harbor area. The excavation consists of the removal of approximately 298,000 cubic yards of soil in the harbor area.

Material removed from the harbor expansion area would be located on the Port of Valdez side of the existing spit that now separates the boat harbor from the port. This area was used as a site for disposing of the dredge material from the original boat harbor.

The widening of the spit area, at a City owned location, would facilitate the creation of a waterfront area for uses compatible with the City's Coastal Zone Management plan. These intended uses include the storage and dry docking of recreational and commercial boats; the storage of commercial fishing gear; and a parking and staging area. The limited amount of land available near the small boat harbor doesn't assure a place for parking boat trailers or pulling boats out of the water for minor repairs. This site is also designated as a potential long range planning site for expanded fin fish and shellfish processing facilities.

The intended use for the expanded boat harbor area would be to provide additional moorage capacity for private and small commercial boats. The facility would be owned and operated by the City of Valdez as it is the final phase of the small boat harbor project. A conceptual drawing of the expanded small boat harbor is shown in 'Figure 1'.

The Valdez Small Boat Harbor expansion project is a positive development activity for the continued planned growth of the City of Valdez. The additional facilities support the commercial and recreational fishing populace and are expected to be beneficial to the local economy.

The existing small boat harbor currently has the following number of berths available:

<u>Length (ft)</u>	<u>Number</u>
50	33
42	34
32	84
24	108
20	98

On these berths, the occupancy rate on a year round basis is relatively high particularly in the larger boat lengths:

<u>Length (ft)</u>	<u>Occupancy Percentage</u>
50	100
42	90
32	65
24	40
20	30

In addition, there is over 350 feet of transient dock, however, no individual transient berths exist. Six berths are being utilized for either permanent or scenic-permanent residence. At least seven vessels, making Valdez their home port, are 50 feet or more in length:

<u>Name</u>	<u>Length</u>	<u>Type</u>
Capt. Sonny	80'	Fishing
El Centrol	76'	Fishing
Bering	65'	Pilot
Margaret M.	60'	Tug
Vince Pee Dee	56'	Charter
Libra	55'	Fishing
Lady Fair	50'	Pleasure

During peak fishing periods, it is estimated that over 100 additional boats utilize the harbor. Valdez currently has two growing fish processors and a third processor expressing interest in locating in Valdez. This could lead to a substantial increase in necessary berths.

The secondary benefit to the City of Valdez with the expanded harbor will be increased use of local lodging, food services, marine repairs and fuel sales.

BUDGET

<u>Description</u>	<u>Estimated Qty.</u>	<u>Unit Price</u>	<u>Amount</u>
Excavation	298,000 Cu.Yd.	400/cu.yd.	\$1,195,200.00
Containment Dike	Lump Sum	225,000	225,000.00
Filter Fabric, Like	1,335 Sq.Yd	2.00/sq.yd.	2,670.00
Coarse Gravel	25,000 tons	12.00/ton	300,000.00
Armor Rock	2,000 tons	80.00/ton	160,000.00
12" CMP (14 gauge)	430 L.F.	50.00/L.F.	21,000.00
Storm Drain Pipe			
Storm Drain Manhole	1	4,000	4,000.00
Mobilization and Demobilization	Lump Sum	<u>150,000</u>	<u>150,000.00</u>
TOTAL GRANT REQUEST:			\$2,083,450.00

SUMMARY

Proposed Project: Expansion of the Valdez Small Boat Harbor

Need: Increasing requirements for recreational and commercial boat space.

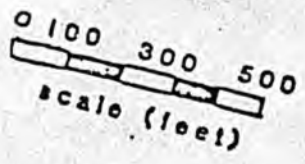
Permits: Alaska D.E.C. Permit: Granted.  
Federal C.O.E. Permit: Granted.

Environmental Impact Statement: Completed.

Budget Total: \$ 2,083,450.00

Total Grant Request: \$ 2,083,450.00

Figure 1



City of Valdez property

Univ. of Alaska property

NORTH HARBOR DRIVE

Coast Guard Dock

Existing Docks

Harbor Channel Exist. Harbor bottom -12.0'

Existing Road

Existing Spilt Area  
OWNER:  
City of Valdez

DREDGE AREA  
Approx. 8.5 Acres  
250,000 c.y.

Road Easement

Existing Tanks

MHHW 12.03'

EXIST. Breakwater

ATS 620  
ATS 621

MLLW 0.00'

FILL AREA  
Approx. 250,000 c.y.

EBB

FLOOD

PORT VALDEZ

## VALDEZ COMMERCIAL BOAT HARBOR

The City of Valdez desires to construct and operate a Commercial Boat Harbor (CBH) primarily to serve a commercial fishing fleet with vessel lengths of 65 to 150 feet. The proposed site is south of the Mineral Creek Islands and eastward of the proposed Small Boat Harbor (SBH) expansion area (see Figure 1, 2, and 3). The site is bounded on the north by Dock Point and on the west by Harbor Point and the site of the proposed SBH expansion (Kennicott Avenue). The project would involve dredging the site to a depth of -25 feet mean low low water (MLLW). The general layout of the proposed CBH is shown on Figure 3.

The City wishes to develop the CBH in phases. Phase I would consist of the initial geotechnical investigation, engineering design and dredging of the harbor. Future work would include completion of sheet piling, breakwaters, mooring facilities, roads, etc.

The area under consideration for construction of the CBH was studied to some extent from 1977 to 1979 as a part of the on-going geotechnical and environmental evaluation for the City's port expansion study. Some of the area was also included in work related to the preparation of the Alpetco DEIS and FEIS. Additional biological reconnaissance of the area was made in the spring of 1981 as a adjunct to some limited biological investigations related to the proposed SBH expansion. The Port of Valdez itself has been the subject of numerous other investigations in the past decade relative to construction and operation of the Alyeska marine terminal and the environmental and permitting phase of the Alpetco project. Climatic and tidal conditions are well known as is the general nature of the circulation and sedimentation patterns. The wildlife resources of the area of interest have been described, in part, by an 'Environmental Assessment' previously prepared for the City in conjunction with the permitting of the City's container dock and marshalling yard which was recently completed. This ecological overview draws heavily on the previous work performed for the 1979 assessment, as well as work performed by the University of Alaska and others during the planning, design and construction of the Alyeska marine terminal.

Cost estimated for this first phase effort.        \$ 4,500,000.00

COMMERCIAL BOAT HARBOR

## VALDEZ COMMERCIAL BOAT HARBOR

The City of Valdez desires to construct and operate a Commercial Boat Harbor (CBH) primarily to serve a commercial fishing fleet with vessel lengths of 65 to 150 feet. The proposed site is south of the Mineral Creek Islands and eastward of the proposed Small Boat Harbor (SBH) expansion area (see Figure 1, 2, and 3). The site is bounded on the north by Dock Point and on the west by Harbor Point and the site of the proposed SBH expansion (Kennicott Avenue). The project would involve dredging the site to a depth of -25 feet mean low low water (MLLW). The general layout of the proposed CBH is shown on Figure 3.

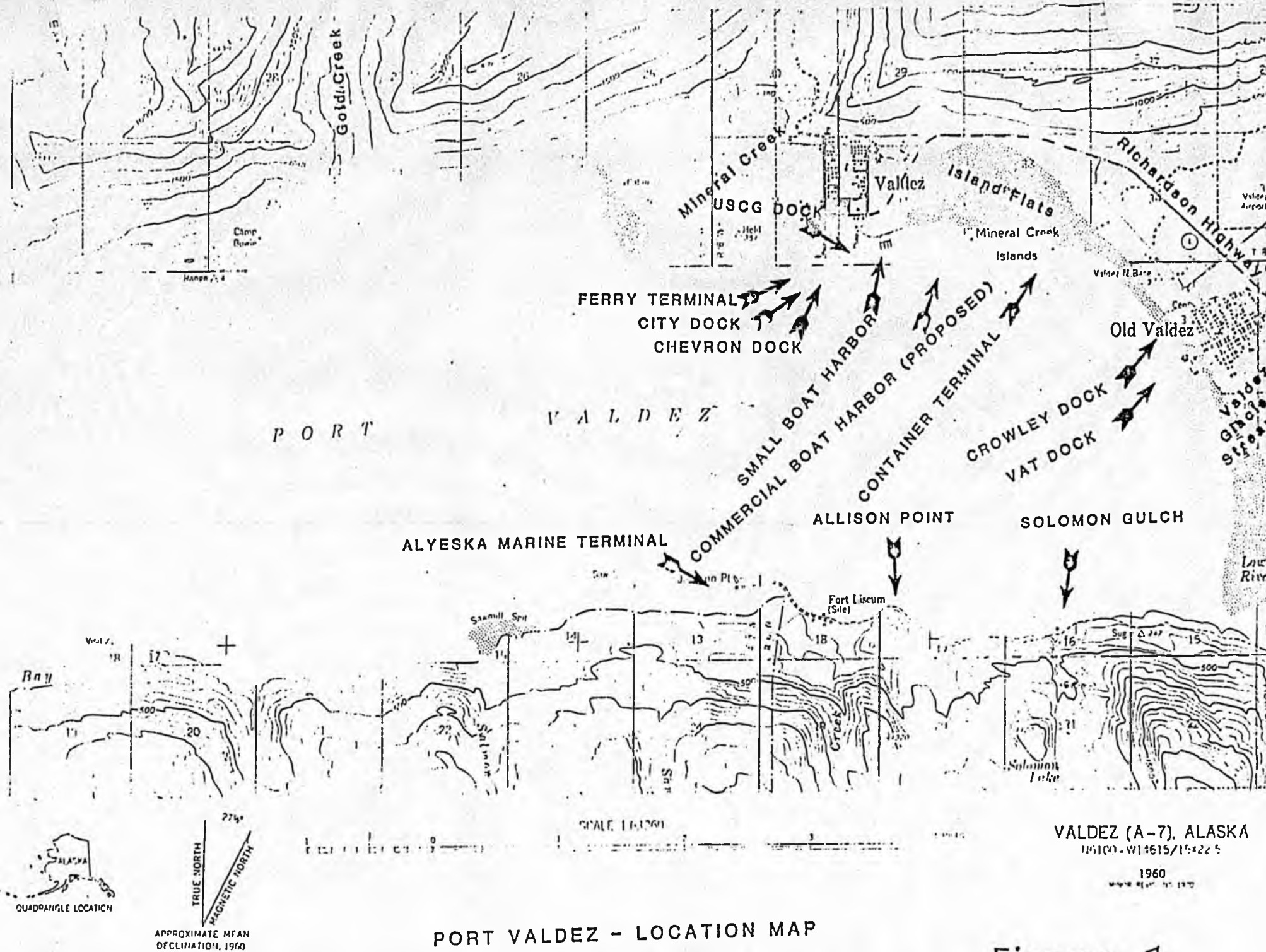
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Cost estimated for this first phase effort.           \$ 4,500,000.00

COMMERCIAL BOAT HARBOR

FIGURE 1



PORT VALDEZ - LOCATION MAP

VALDEZ (A-7), ALASKA  
116100-1/116115/116125

1960  
MAY 1960

Figure 1

FIGURE 1

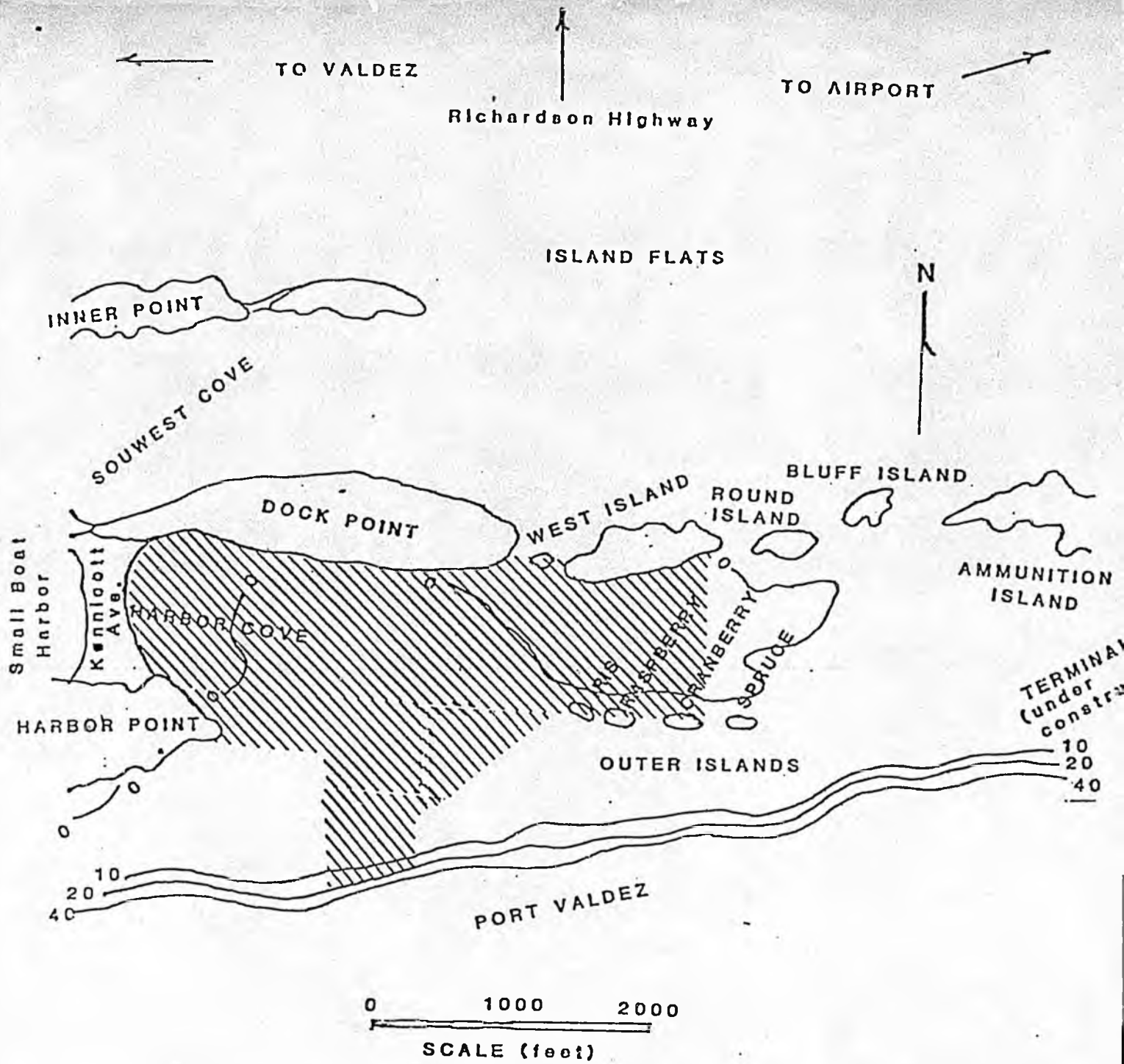


FIGURE 2

Location Map and General Project Area

FIGURE 2

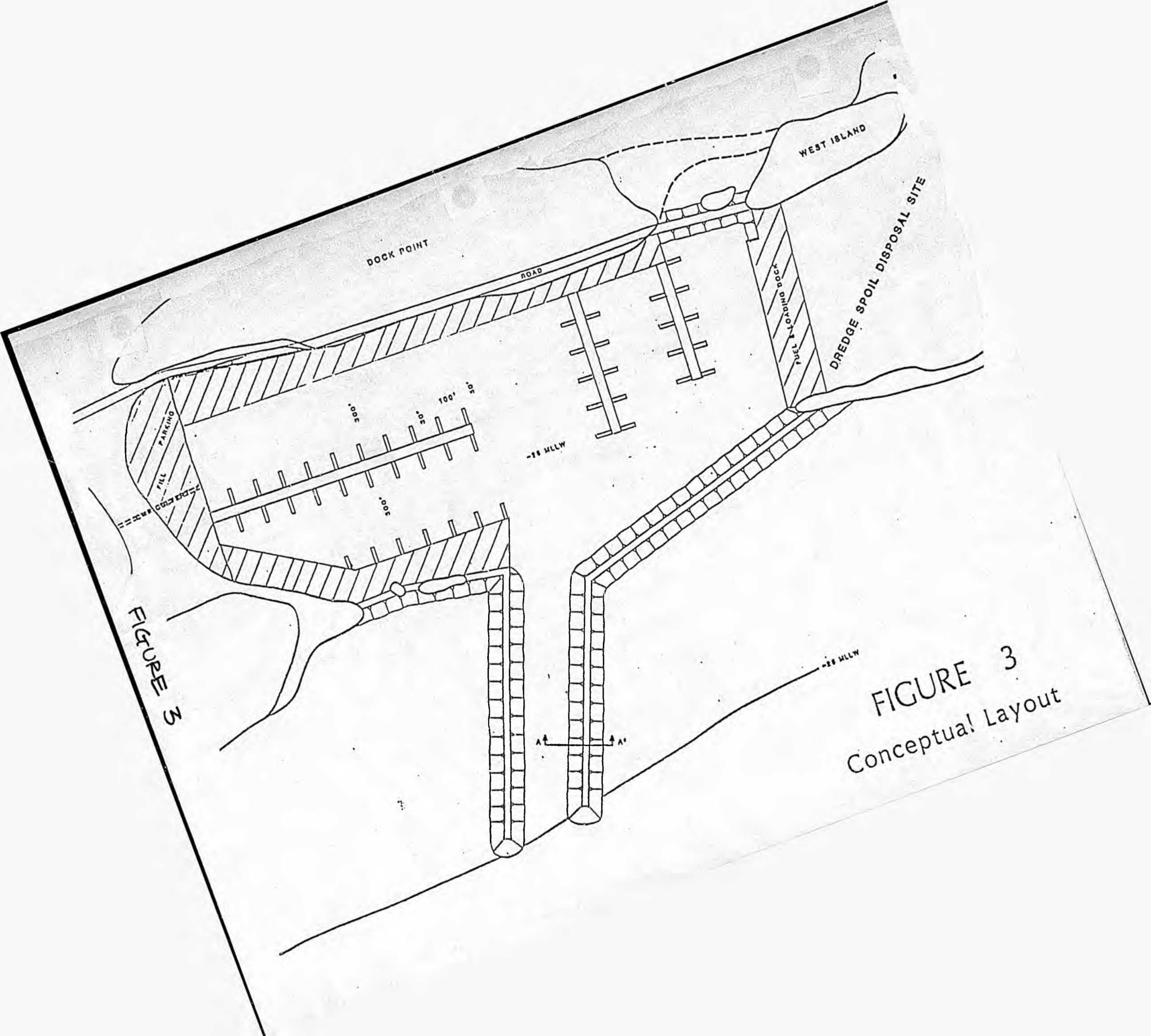


FIGURE 3

FIGURE 3  
Conceptual Layout

# Valdez Chamber of Commerce

P.O. Box 512 • Valdez, Alaska 99686 • Phone 835-2330

## 1983 LEGISLATIVE PROGRAM

### TRANSPORTATION:

#### A. Highways;

with the advent of Alaska becoming a member of the interstate program, accelerate existing 5 year capital improvement plan to within 2 years, and accelerate the 5 to 10 year planning phase to within 5 years with emphasis on reconstruction of the following:

Richardson - Mile 129-265  
(Gakona Jct. to Delta Jct.)

Tok - Mile 30-75  
(Gakona Jct. to Tok)

Alaska - Mile 1314-1221

Copper River - Million Dollar Bridge to  
Richardson Highway

Glenn - Mile 50 to 135

#### B. Marine Highways;

support increase in scheduling to Prince William Sound terminals, and urge the acquisition of a larger vessel to serve Valdez-Cordova-Whittier, and urge the appropriation of the necessary money required for improvements to the state ferry terminal in Valdez.

#### C. All-Alaska Gas-Line;

urge the state support for construction of an all-Alaskan gas pipeline from the North Slope to tidewater, when deemed feasible

#### D. Seward Coal Terminal;

support the necessary actions to convert the Seward grain terminal to a coal mineral terminal

#### E. Valdez Air Terminal;

urge state acquisition and maintenance of the existing terminal building

VALDEZ CHAMBER OF COMMERCE

COMMERCIAL BOAT HARBOR:

urge the appropriation of \$21 million for the construction of a commercial boat harbor in Valdez, and urge the funding associated with the Valdez Fisheries Development Association

ENERGY:

A. Silver Lake Hydroelectric;

urge the appropriation of necessary monies required to construct the Silver Lake hydroelectric plant and transmission inter-ties to Cordova and to the Solomon Gulch hydroelectric plant

B. Susitna Hydroelectric;

support the Phase I construction of the Susitna hydroelectric and inter-tie project

NATURAL RESOURCES:

support the acceleration of the development of Alaska's natural resources

AGRICULTURE:

support the increase of programming and appropriations for the Delta agriculture program, specifically marketing and planting

ADMINISTRATIVE:

A. State Boroughs;

support the freedom of choice by the local residents as to the formation of local government

B. Tax Reform;

favors application of an investment tax credit at 10% of qualified investment in Alaska each year, not limited to 18% of federal tax credits; favors revision of the state corporate income tax rate to 1% of the first \$250,000 and a reduction of the maximum rate of 9.4%

C. Regulation Reform;

Ref. 1982 SB 84, relaxation of stipulations

D. Insurance Reform;

support mandatory bodily injury and property damage liability insurance, and support M.A.D.D.

E. Land Disposal Program;

urge the requirement of access power and communication construction to and within the State Land Disposal Subdivisions, both now in existence and future disposals

JUDICIAL:

- A. support the assignment of a District Attorney and a Superior Court judge, in that order, to the Valdez, Glennallen, Cordova area of the Third Judicial District
- B. urge the appointment and necessary appropriations of and for a Judicial Probation Officer in the Valdez, Glennallen, Cordova area of the Third Judicial District

RECREATION:

- A. support the Prince William Sound Development Legislation, and specifically the necessary funding for land acquisition and development of a harbor camper park in Valdez
- B. support the trails and campsite development legislation

COMMUNICATION:

support the passage of Alaska Public Broadcasting Commission's FY'84 budget, which includes a Terminal Radio, Inc. (Valdez) funding request

EDUCATION:

- A. Prince William Sound Community College;  
support the continued programming and urge the necessary appropriations for the upgrading of the existing plant facility

## Recreational Vehicle Park

The natural scenic beauty of Valdez, fine recreational boating facilities and excellent fishing attract many tourists world wide. These attractions currently cause an influx of approximately 1500 recreational vehicles from May 23rd through Labor Day. With the opening of the Wrangel - St. Elias National Park and the advertising of Valdez as the 'Gateway' to the park, the number of tourists is expected to show a dramatic increase. Presently, adequate facilities do not exist to handle current levels of the Valdez tourists industry.

The longest single attraction for these recreational vehicles is the Valdez Small Boat Harbor. A site located near the harbor presents the best location as a recreational vehicle park. This would also give users a location that is within walking distance of the City's commercial area. (see attached map).

This property is owned by the University of Alaska with whom the City has entered into a use agreement for the facility location.

### Proposed Facilities:

- A. 76 parking spaces, each space to be 30'x50'.
- B. Two picnic shelters.
- C. Six fire pits.
- D. Picnic tables.
- E. Two water faucets.
- F. A dump station to service recreational vehicles.
- G. Two litter receptacles.

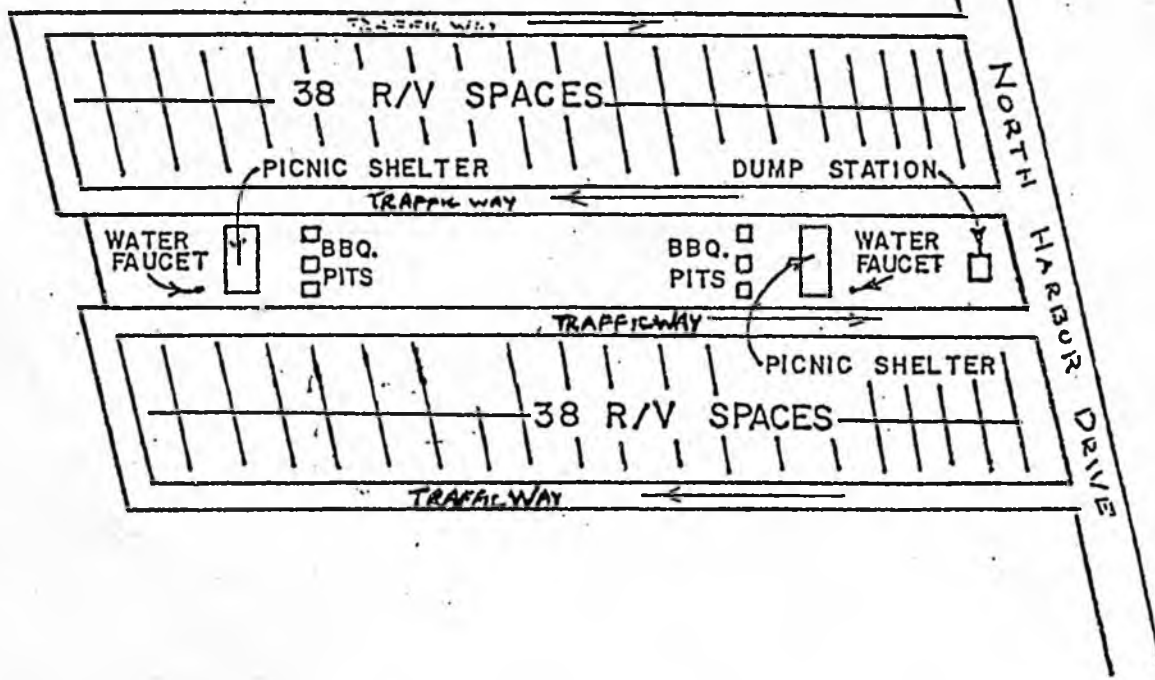
### Proposed Budget:

A lump sum grant is proposed for the total project cost:  
\$ 250,000.00

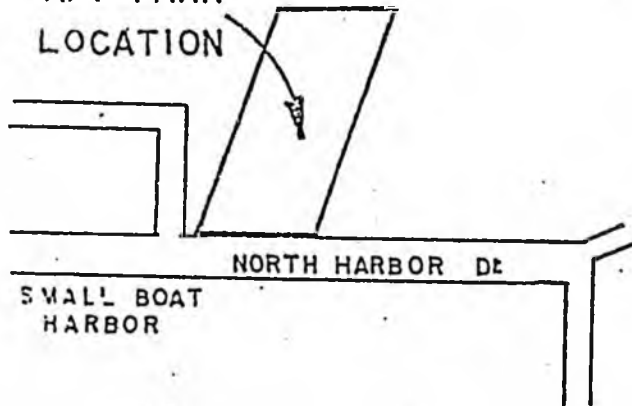
RECREATIONAL VEHICLE PARK

# RECREATIONAL VEHICLE PARK

RICHARDSON HWY.



R/V PARK  
LOCATION



Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land	37.1	37.1	---	---	---	---	---
Construction	159	159	---	---	---	---	---
Equipment	227.9	227.9	42.4	---	---	---	---
Administration and Other							
Total Annual Expenditure (Capital Cost)	424	381.6	42.4	---	---	---	---

Project Justification

DISCUSSION OF THE NEED FOR THE PROJECT

Valdez is currently served by only a repeater of a commercial station in Anchorage. Little or no access is available for the community to generate programs and information of its own. The Valdez area is certainly of sufficient size to justify a public radio station since it compares favorably with the size and characteristics of communities like Petersburg, Wrangel, Haines and Homer, who already are served by public radio stations.

The ability of a public radio station to provide in-depth coverage of governmental activity and encourage citizen participation in that activity is reason enough to establish a station in the Valdez population center. In addition, public safety requirements will certainly be served by having a station which can broadcast local weather and sea conditions in that highly sensitive area.

DOCUMENTATION OF ESTIMATED CAPITAL COST

Construction of a public radio station in Valdez falls at the low end of the capital cost scale due to the relatively mild climate in the Valdez area and the lack of tundra or permafrost conditions for the construction of a tower. The cost is based on APBC engineer estimates and list prices of required equipment.

ANALYSIS OF ESTIMATE OF OPERATIONAL EXPENSE

The operational expense estimates are based on current APBC portions of the operating budgets of existing public stations of a similar size to the Valdez operation.

Project Type

- Building Construction (C)
- Other Improvement (I)
- Equipment (E)
- Land (L)
- Professional Services (P)
- Other (O)

Project Characteristics

- Totally New Facility
- Addition to Existing Facility
- Renovation of Existing Facility
- Major Maintenance or Repair
- Supplement Previously Authorized
- Funds to Enable Completion
- One of Several Phases
- Major External Funding Source
- Other

Site Features

- |                                     |   |
|-------------------------------------|---|
| NO                                  | YES   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> Site Currently Owned?                |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> All Utilities Available?  |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> Access Already Available? |

PROJECT TITLE TERMINAL RADIO, INC. - New Station

FY 84

PROJECT JUSTIFICATION

35b

PROPOSED CAPITAL  
PROJECT

Capital Project Expenditures (Cash Flow)	Total	Budget Year	Budget Year Plus 1	Budget Year Plus 2	Budget Year Plus 3	Budget Year Plus 4	Remaining Cost
Planning and Engineering							
Land							
Construction	<del>50.0</del>	<del>25.0</del>	<del>25.0</del>	---	---	---	---
Equipment	<del>200.0</del>	<del>200.0</del>	---	---	---	---	---
Administration and Other							
Total Annual Expenditure (Capital Cost)	<del>250.0</del>	<del>225.0</del>	<del>25.0</del>	---	---	---	---

Project Justification

IDENTIFICATION OF ALTERNATIVES CONSIDERED

There is no public station near enough to Valdez to provide an acceptable signal for a translator operation. The size of the community and its need for self-sufficiency argue for a full service station capable of generating its own programming, rather than attempting to operate a repeater station, which would repeat the broadcasts of a public radio station from another part of the state.

COST DETAIL

Building	168,000
Control Rooms/Studios	112,000
Tower, Transmitter, STL	56,000
Earth Station	28,000
Land	<u>39,200</u>
TOTAL	403,200

Project Type

- Building Construction (C)
- Other Improvement (I)
- Equipment (E)
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- Major Maintenance or Repair
- Supplement Previously Authorized
- Funds to Enable Completion
- One of Several Phases
- Major External Funding Source
- Other

Site Features

NO YES

- Site Currently Owned?
- All Utilities Available?
- Access Already Available?

PROJECT TITLE TERMINAL RADIO, INC. - New Station

FY 84

PROJECT JUSTIFICATION

35b

PROPOSED CAPITAL  
PROJECT

Project Title		Location (s)		Election Districts Served	Start Date	Completion Date
TERMINAL RADIO, INC. - New Station		Valdez, Alaska		6	July '83	June 84
STATION REQUEST		Operational Cost & No. Personnel Increase - (Decrease)		First Operating Year	Ultimate Annual Year	
				84	85	
Federal Grant	302.4	Funding Source	CPB Funds			
State			APBC Funds	163.9	295.3	
APBC Funds	100.8		Local Funds	11.1	30	
Local Funds			Other			
Other			Total Annual Operational Cost	175	325.3	
		Position (FTE)		4.5	8	
Total						

PROJECT DESCRIPTION

This Project will provide for a new public radio station to serve the Valdez area. This station has been in the planning stages at the APBC for the last two years. The station will be of the "full service" variety, and will provide 18 hours per day of news, information, cultural enrichment and entertainment programming.

FY84

35a PROJECT DESCRIPTION -  
PROPOSED CAPITAL  
PROJECT

File C.I.P.

# Valdez Chamber of Commerce

P.O. Box 512 • Valdez, Alaska 99686 • Phone 835-2330

## 1983 LEGISLATIVE PRIORITIES

(Not Listed in Priority)

Draft

### TRANSPORTATION:

#### A. Highways;

accelerate existing 5 year capitol improvement plan to within 2 years, and accelerate the 5 to 10 year planning phase to within 5 years with emphasis on reconstruction of the following:

Richardson - Mile 129-265  
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(Gakona Jct. to Tok)

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Richardson Highway

Glenn - Mile 50 to 135

#### B. Marine Highway;

support increase in scheduling to Prince William Sound terminals, and urge the acquisition of a larger vessel to serve Valdez-Cordova-Whittier, and urge the appropriation of the necessary money required for improvements to the state ferry terminal in Valdez

#### C. All-Alaska Gas-Line;

urge the state support for construction of an all-Alaskan gas pipeline from the North Slope to tidewater

#### D. Seward Coal Terminal;

support the necessary actions to convert the Seward grain terminal to a coal mineral terminal

#### E. Valdez Air Terminal;

urge state acquisition and maintenance of the existing terminal building

### COMMERCIAL BOAT HARBOR:

urge the appropriation of \$21 million for the construction of a commercial boat harbor in Valdez, and urge the funding associated with the Valdez Fisheries Development Association

## ENERGY:

- A. Silver Lake Hydroelectric;  
urge the appropriation of necessary monies required to construct the Silver Lake hydroelectric plant and transmission inter-ties to Cordova and to the Solomon Gulch hydroelectric plant
- B. Susitna Hydroelectric;  
support the Phase I construction of the Susitna hydroelectric and inter-tie project

## NATURAL RESOURCES:

support the acceleration of the development of Alaska's natural resources

## ADMINISTRATIVE:

- A. State Boroughs;  
support the freedom of choice by the local residents as to the formation of local government
- B. Tax Reform;  
favors application of an investment tax credit at 10% of qualified investment in Alaska each year, not limited to 18% of federal tax credits; favors revision of the state corporate income tax rate to 1% of the first \$250,000 and a reduction of the maximum rate of 9.4%
- C. Regulation Reform;  
Ref. 1982 SB 84  
relaxation of stipulations
- D. Insurance Reform;  
support mandatory bodily injury and property damage liability insurance, and support the M.A.D.D. movement -

## JUDICIAL:

- A. support the assignment of a District Attorney and a Superior Court Judge, in that order, to the Valdez, Glennallen, Cordova area of the Third Judicial District
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## AGRICULTURE:

support the increase of programming and appropriations for the Delta agriculture program, specifically marketing and planting

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- A. support the Prince William Sound Development Legislation, and specifically the necessary funding for land acquisition and development of a harbor camper park in Valdez
- B. support the trails and campsite development legislation

## COMMUNICATION:

support the passage of Alaska Public Broadcasting Commission's FY'84 budget, which includes a Terminal Radio, Inc. (Valdez) funding request

North Harbor Dr. & Kennicott Street Construction

This project would upgrade to urban standards both North Harbor Drive and Kennicott Street, including sewer and water utility extensions. Development will be necessary this year due to the proposed hotel construction at the south end of Kennicott Street (see Attachment B). \$ 1,300,000.00

Small Boat Harbor Extension/Float Design

Design of mooring floats for the small boat harbor expansion area. \$ 50,000.00

Subdivision Design - Lands West of Mineral Creek

An extreme shortage of land for residential development encourages the subdivision of this area lying adjacent to the west edge of the City as soon as possible. Access to the area via the new Egan Street bridge over Mineral Creek will be completed in the summer of 1983. \$ 150,000.00

Loop Road Water Distribution System

This project extends municipal water services to those residents in Zook Subdivision and along Mineral Creek Loop Road from a recently completed well and reservoir (see Attachment C). \$ 550,000.00

Pacific and Lowe Streets

This project would upgrade to standard urban design an area now troubled with surface runoff and flooding problems (see Attachment D). \$ 380,000.00

Valdez Baseline Survey Monumentation

This effort would correct errors in the survey baseline used for layout of 'New Town' Valdez and would provide monumentation at critical points. \$ 50,000.00

Marshalling Yard Warehouse

This project provides the necessary enclosed space at the new City Container Terminal facilities to house Stevedore equipment and miscellaneous small amounts of freight requiring weather protection. \$ 240,000.00

Blueberry Hill Access Road Utility Extension

SB-15

This work would provide water and sewer utility extensions from Egan Street south to the property line of the Blueberry Hill Subdivision (see Attachment E) \$ 700,000.00

Library Development

This work would provide needed expansion for library services. The recent consortium with Prince William Sound Community College markedly increases the space needs. \$ 400,000.00

Fire Stations: Plumbing and Roof Repairs

Both outlying City fire stations require interior plumbing development and repairs to the roof. \$ 65,000.00

Valdez Clinic Relocation

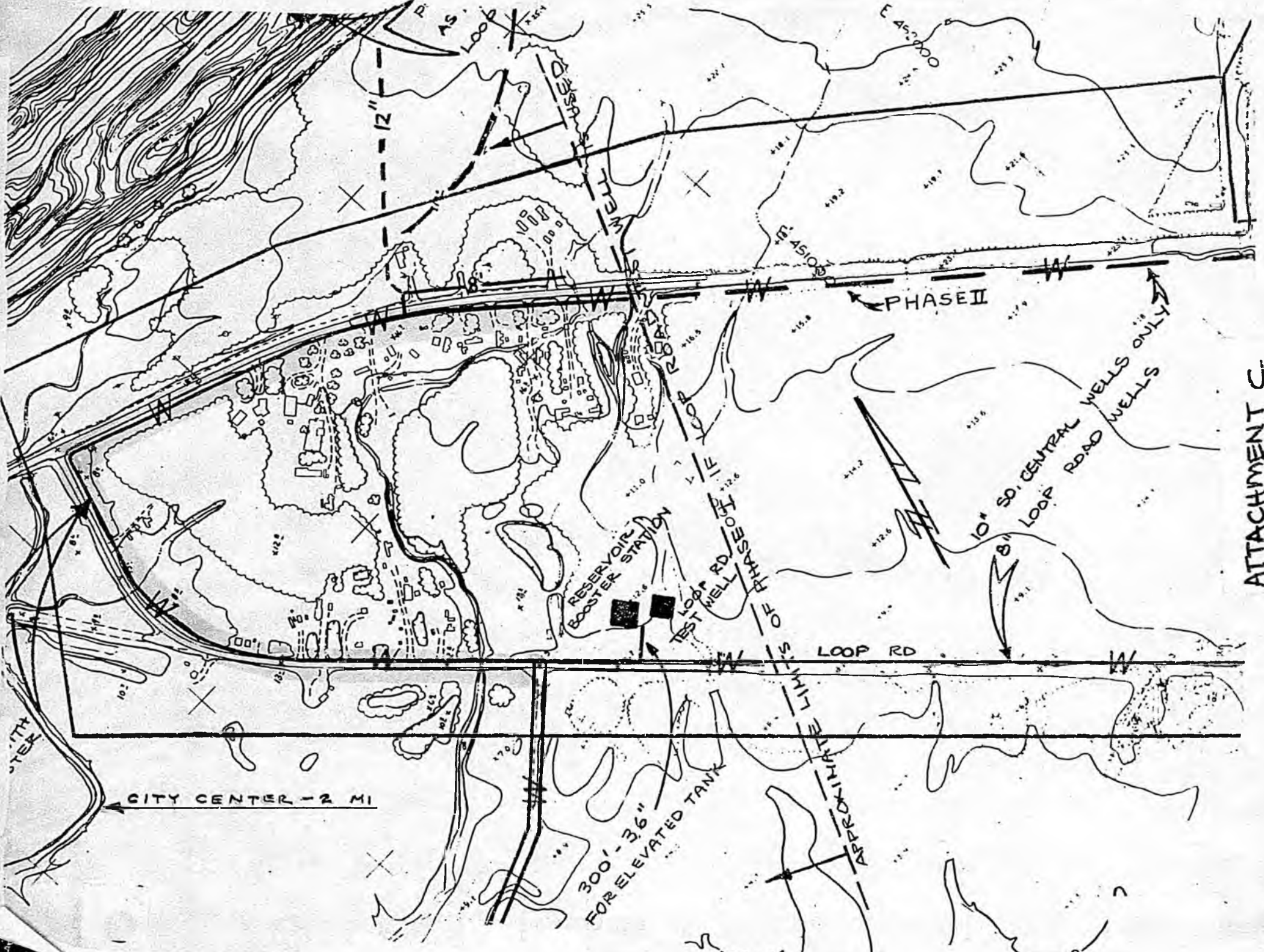
The State of Alaska has asked the City to relocate the medical clinic so the State may use the space for other purposes. \$ 100,000.00

Heritage Center Building

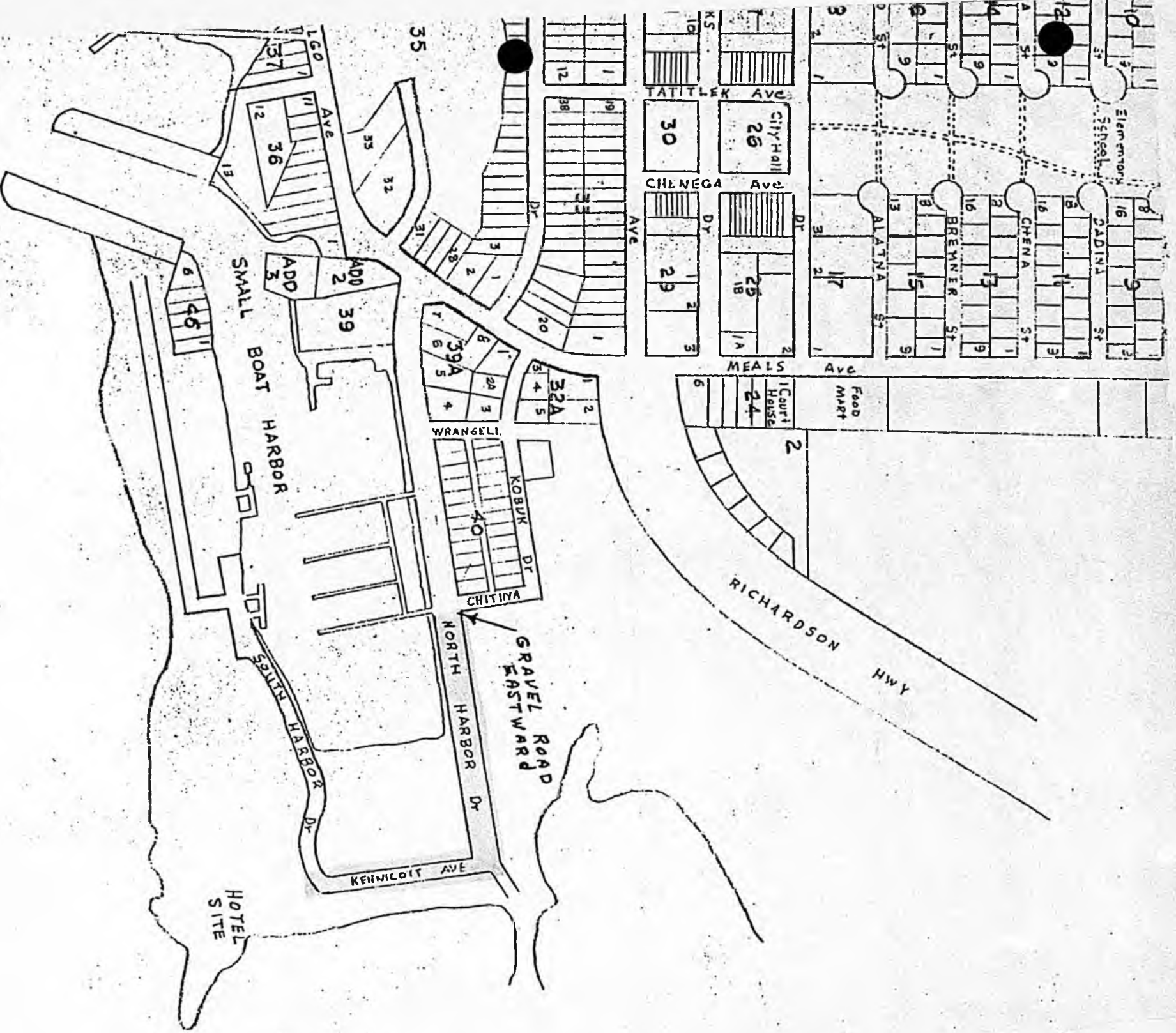
This building would house both the Archives Alive and the Museum facilities under one roof and would eliminate the present separate rental quarters and duplication of services. \$ 1,500,000.00

Commercial Boat Harbor

This project would provide the first phase development of a harbor to serve commercial vessels in the range of 65 to 150 feet in length. This first phase would include; geotechnical and soils investigation, engineering design and dredging. Now that two fish processing plants are successfully operating in Valdez, development of the commercial harbor has become a priority need (see Attachment F) \$ 4,500,000.00



ATTACHMENT C



ATTACHMENT B



BLUEBERRY  
HILLS

UTILITY  
EASEMENT

ATTACHMENT E

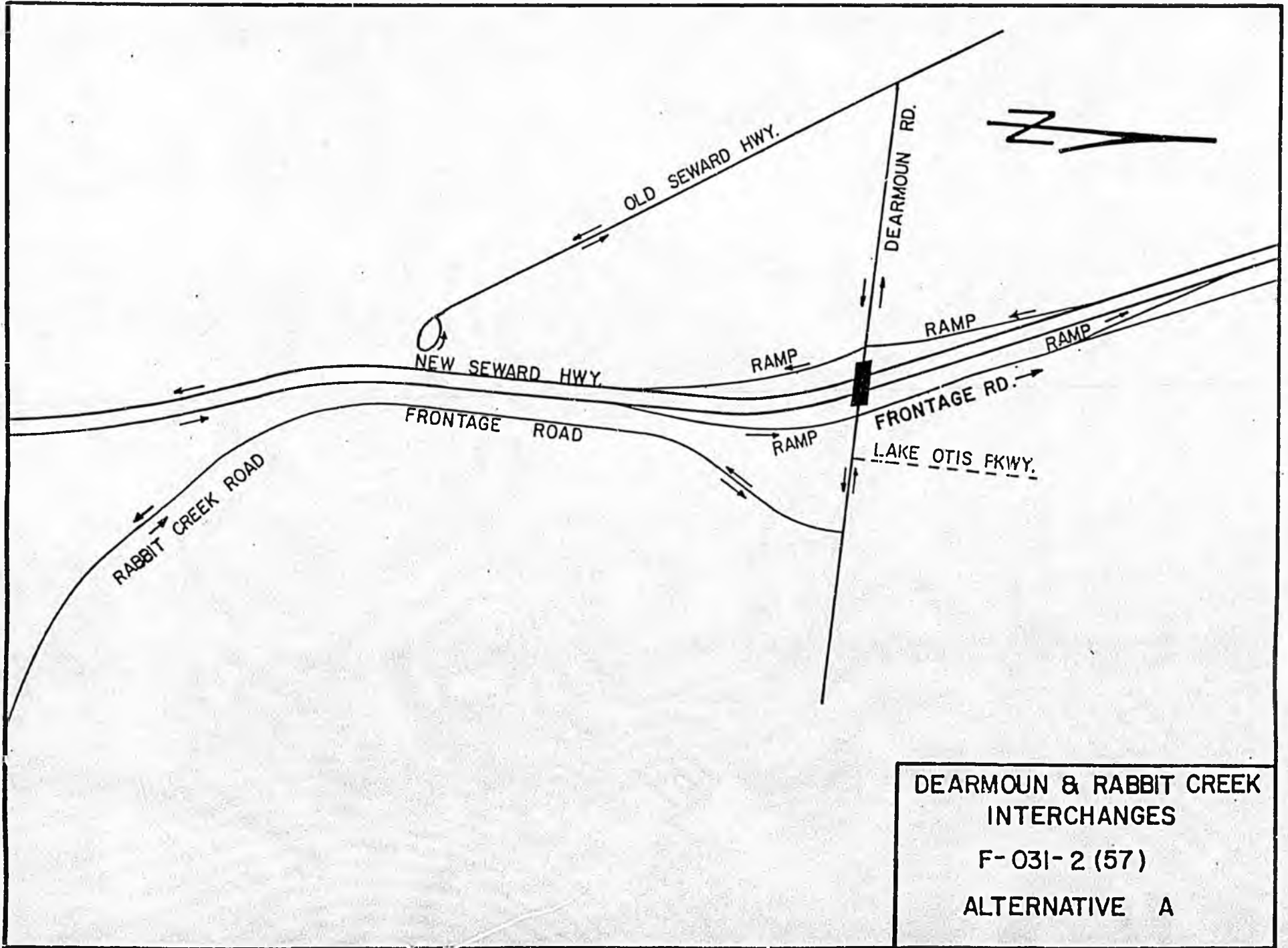
of the existing development.

The five alternatives under consideration present a number of interchange configurations. Traffic projections for each of these configurations have been included in Appendix A.

All of the alternatives would construct an at-grade intersection serving the driveway of the Rabbit Creek Rifle Range and the road which provides access to the property east of the highway. A median opening and left-turn storage lanes would be provided at this location. There is a possibility that an increase in traffic volumes will make it desirable to close this median opening at some time in the future.

#### ALTERNATIVE A

This proposal calls for the construction of a full diamond interchange at the DeArmoun Road intersection and the elimination of the Old Seward Highway intersection. The Old Seward Highway west of the New Seward Highway would be dead-ended and provided with a cul-de-sac. Rabbit Creek road will be connected with the two-way frontage road east of the New Seward Highway. This frontage road will be realigned so that its proposed intersection with DeArmoun Road will be farther east than its existing intersection. This was done in order to provide better spacing between this intersection and the ramp intersection. This alternative would make it necessary for area residents wishing to travel from the Old Seward Highway to Rabbit Creek Road to do so by way of DeArmoun Road.





DEARMOUN/RABBIT CREEK INTERCHANGE

PROJECT F-031-2157

Photo Date: September, 1981

This aerial photograph depicts Alternative A as was presented at the combined Location/Design Public Hearing held on May 26, 1983.

# STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
CENTRAL REGION

4111 AVIATION AVENUE  
POUCH 6900  
ANCHORAGE, ALASKA 99502  
(TELEX 25-185)

Alternative C

Date: 1-8-82  
Prepared By: EGD

## PRELIMINARY CONSTRUCTION COST ESTIMATE FOR:

Project: 20 Armod & Rabbit Creek Interchanges  
From: \_\_\_\_\_ (MP \_\_\_\_\_) TO: \_\_\_\_\_ (MP \_\_\_\_\_)

Total Length: \_\_\_\_\_

Location and Description: Upgrading New Seward Hwy into 4 lanes. A construction of 2 partial diamond interchanges at 20 Armod Rd intersection and a full interchange at Rabbit Cr. Rd - Old Seward Hwy intersection.

Current ADT: \_\_\_\_\_ Design ADT: \_\_\_\_\_  
Required Width: \_\_\_\_\_ Actual Width: \_\_\_\_\_  
Assumed Structural Section H.A.P.: 4" in.  
C.A.B.: 9" in.  
Borrow: Varies in.

## Estimated Costs (1981 Dollars) Based Upon Above Assumptions:

1. Construction Estimate:	\$	<u>14,380,264</u>
2. Construction Administration ( <u>12%</u> of 1):	\$	<u>1,725,632</u>
3. Subtotal:	\$	<u>16,105,896</u>
4. Preliminary Engineering ( <u>6%</u> of 1):	\$	<u>862,816</u>
5. Right of Way (\$ _____ /Acre):	\$	<u>5,365,600</u>
6. Utilities:	\$	<u>762,750</u>
7. Subtotal:	\$	<u>23,103,062</u>
8. Contingencies ( <u>5%</u> of 7):	\$	<u>1,155,153</u>
TOTAL:	\$	<u>24,258,215</u>

Sheet 1 of \_\_\_\_\_

W. H. Hancock  
14400 Old Seward Hwy.  
Anchorage, Alaska 99515

February 25, 1985

Senator Edna DeVries:  
Pouch V  
Juneau, Alaska 99811

Dear Senator DeVries:

Ref. Senate Bill 175

I will appreciate it if you will take a hard look at S.B. 175 before letting it out of committee. Many of us who live in the area involved are very much concerned about the impact on our residential neighborhood, and at the cost of the project.

In local public hearing here, property owners favored an alternate which would cost some six million less, and which would do less violence to the area and would require less land. Reference made in data distributed at the meeting indicating that most of the alternate plans would find a saturation traffic condition at an early date, a point of view which I think needs re-examination when viewed in the context of all the other intersections on the New Seward Highway - Tudor, Dowling, Dimond, O'Malley, and Huffman. Most of these seem to already be at saturation traffic levels, a rather general condition in the Anchorage bowl and one which will not be improved until there is construction of more roadways such as a foothill boulevard and a tidewater freeway.

The widening of Old Seward Highway creates steeper driveways for residents on the south side of the road, and will probably sooner or later call for land to create a frontage road there, with need to take land. The whole project is designed to put more traffic through what is now prime residential property.

It has been said that the project will not cost as much as recent newspaper item indicated, as there will be Federal funds to take care of much of the cost. I am even more concerned about the Federal spending than I am about the Alaskan portion, for in the case of the Federal aide, it will be just one more addition to the annual 200 billion deficit. It would seem that weighted consideration should be given to the most economic alternate which has been proposed.

It is difficult to listen and read all that is said about

"quality of life", "pollution control (noise)" "protecting the neighborhoods", "public input" and "impact statements", and then see a project of this magnitude pushed, without regard to the preference of the local residents. One can't help but wonder if it all isn't just window dressing with no substance, when invited to attend the public hearings.

Respectfully,

*W. Hancock*



MARCH 12, 1985

Dear SENATOR,

I'M NOT ONE TO USE THE LEGISLATIVE PROCESS FOR ROAD ISSUES BUT I FEEL YOU SHOULD BE AWARE.

I LIVE NEXT TO FRED ~~SHUTE~~ CHIEF ON THE OLD SEWARD HIGHWAY IN ANCHORAGE, (DISTRICT 7, HOUSE) AND I AGREE WITH HIM.

IN OUR AREA

I DON'T THINK ANYONE ^ AGREES WITH THE HIGHWAY CONFIGURATION SELECTED BY THE STATE AND IT IS THE MOST EXPENSIVE ALTERNATE SELECTED.

CALL IF I CAN HELP.

MARK KORTING

mark korting  
broker/president; phone: 344-6442

**RE/MAX** properties, Inc.

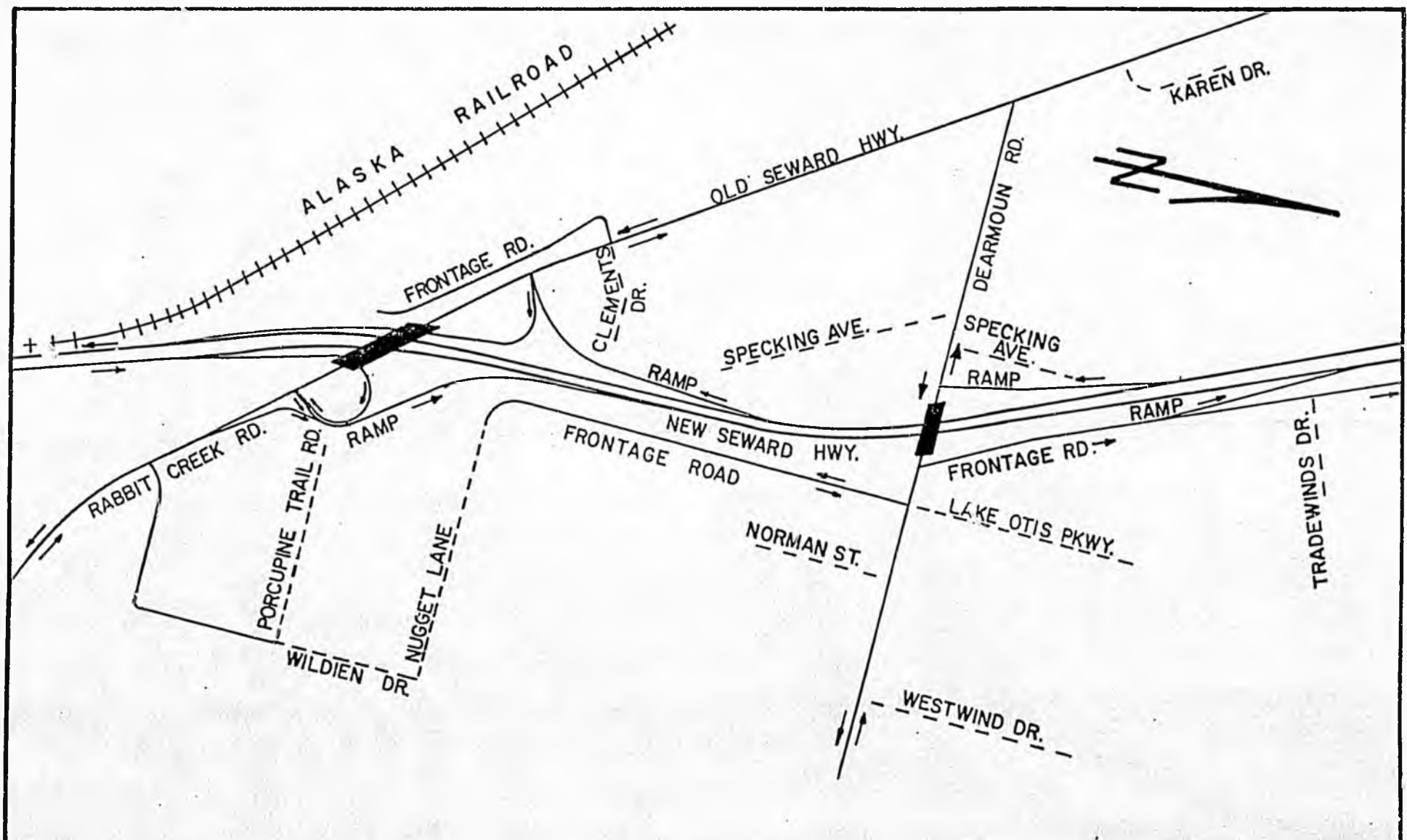
2702 gambell street, suite 201  
anchorage, alaska 99503  
phone: 276-2761

an independent member broker

### ALTERNATIVE C

This proposal would provide a full movement interchange at the Old Seward Highway Intersection that would utilize a combination of direct and loop ramps. A partial diamond interchange having ramps on the north would be constructed at the DeArmoun Road Intersection. The DeArmoun Road Interchange would serve the predominant traffic flow to and from the CBD but would eliminate direct access with the New Seward Highway on the south. Travellers from the south destined for DeArmoun Road and vice versa would use the Old Seward Highway Interchange.

Due to the need to control access at the Old Seward Highway Interchange, it would be necessary to construct several lengths of road to provide access to property in the area. In the southwest and northwest quadrants, additional right-of-way would need to be acquired in order to construct access roads. In the northeast quadrant several lengths of road would be constructed in dedicated easements and purchased right-of-way in order to provide access through the use of the existing subdivision road network. The existing east frontage road would be realigned so that its intersection with DeArmoun Road would be opposite Lake Otis Parkway.



DEARMOUN & RABBIT CREEK  
INTERCHANGES  
F- 031-2 (57)  
ALTERNATIVE C



DEARMOUN/RABBIT CREEK INTERCHANGE

PROJECT F-031-2(57)

Photo Date: September, 1981

This aerial photograph depicts Alternative C as was presented at the combined Location/Design Public Hearing held on May 26, 1983.

# STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
CENTRAL REGION

4111 AVIATION AVENUE  
POUCH 6900  
ANCHORAGE, ALASKA 99502  
(TELEX 25-185)

Alternative "A"

Date: 1-8-82  
Prepared By: EQD

## PRELIMINARY CONSTRUCTION COST ESTIMATE FOR:

Project: DeLynnoum & Rabbit Creek Interchange  
From: \_\_\_\_\_ (MP \_\_\_\_\_) TO: \_\_\_\_\_ (MP \_\_\_\_\_)

Total Length: 1.5 miles

Location and Description: Construction of a full diamond interchange at DeLynnoum Rd & New Seward Hwy intersection and elimination of Rabbit Cr Rd. old Seward Hwy intersection with the construction of a two way Frontenac Road to the east bet. DeLynnoum Rd & Rabbit Cr Rd. Upgrading New Seward Hwy into 4 lanes

Current ADT: \_\_\_\_\_ Design ADT: \_\_\_\_\_

Required Width: \_\_\_\_\_ Actual Width: \_\_\_\_\_

Assumed Structural Section H.A.P.: 4 in.

C.A.B.: 9 in.

Borrow: Varies in.

## Estimated Costs (1981 Dollars) Based Upon Above Assumptions:

1.	Construction Estimate:	\$	<u>7,907,294</u>
2.	Construction Administration ( <u>12%</u> of 1):	\$	<u>948,875</u>
3.	Subtotal:	\$	<u>8,856,169</u>
4.	Preliminary Engineering ( <u>6%</u> of 1):	\$	<u>474,438</u>
5.	Right of Way (\$ _____/Acre):	\$	<u>1,204,060</u>
6.	Utilities:	\$	<u>428,600</u>
7.	Subtotal:	\$	<u>10,963,267</u>
8.	Contingencies ( <u>5%</u> of 7):	\$	<u>548,163</u>
	TOTAL:	\$	<u>11,511,430</u>

Sheet 1 of \_\_\_\_\_

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION — DIVISION OF DESIGN AND CONSTRUCTION  
DIRECTOR'S OFFICE

RECEIVED MAR 12 1985  
BILL SHEFFIELD, GOVERNOR

4111 AVIATION AVENUE  
P.O. BOX 6900  
ANCHORAGE, ALASKA 99502  
(TELEX 25-185) (907) 266-1500

March 6, 1985

Re: DeArmoun/Rabbit Creek  
Interchange

The Honorable Jan Faiks  
Alaska State Legislature  
P.O. Box V  
Juneau, Alaska 99811

Dear Senator Faiks:

Attached for your review are copies of the preliminary design proposals and estimated costs for the five alternatives which were proposed in the 1982 DeArmoun/Rabbit Creek Interchange Design Study Report.

Alternative "C" was selected in 1983 after public hearings and completion of an Environmental Impact Statement. The Federal Highway Administration (FHWA) approved Alternative "C" and the Department is proceeding with the design. Some right of way has been acquired. Additional funding for utilities and right of way purchase is being requested in the Governor's FY 86 Capital Budget.

The current construction estimate is \$25.6 million as opposed to the 1982 estimate of \$14.38 million. Total project costs are estimated at \$44.4 million. The breakdown follows:

	<u>1982</u>	<u>1985</u>	<u>Difference</u>
Construction	14.38	25.6	11.2
Constr. Admin.	1.7	3.8	2.1
Quantity Imprecision	1.15	3.0	2.0
PE/Design	.86	1.3	.5
Right of Way	5.3	6.5	1.1
Utilities	.77	4.2	3.5
TOTAL	24.11	44.4	20.4

Additional legislative authority to receive Federal construction funds will be requested in the FY 87 Capital Budget.

DOT/PF FIGURES ON ALT. "C"

The Honorable Jan Faiks

- 2 -

March 6, 1985

Please call me if you have other questions regarding this project.

Sincerely,



John B. Olson, P.E.  
Director, Design & Construction  
Central Region

MEH/bgc

cc: Susan Fleischhauer, Legislative Liaison, Commissioner's Office  
Ray Gillespie, Director of Legislative Relations, Governor's Office  
William R. Snell, Acting Deputy Commissioner, Central Region

## RIGHT-OF-WAY

The existing right-of-way width of the New Seward Highway varies. Basically, the average corridor width is 350-feet to the south of DeArmoun Road, narrowing to 300 feet to the north. A "Joint-use" line separates the highway from the Alaska Railroad at the beginning of the project.

The right-of-way for the different alternatives varies depending on the Interchange ramp configurations, the provision of frontage or access roads and the required width for the crossroads. The right-of-way needs for Alternatives A and B are relatively minor, consisting of narrow strips required for the widening of DeArmoun Road and for the construction of frontage roads. Alternatives C, D and E involve more extensive acquisition, particularly in the northeast quadrant of the Old Seward Highway Intersection. Retaining walls were proposed to contain slopes in some areas in order to limit right-of-way acquisitions and to reduce costs.

The total estimated costs of right-of-way acquisition and the areas required for the different alternatives is summarized as follows:

	<u>CCST</u> (1981 Dollars)	<u>AREA</u> (Acres)
Alternative A:	\$1,204,000	5.0±
Alternative B:	1,005,000	4.2±
Alternative C:	5,365,000	9.0±
Alternative D:	3,643,000	6.0±
Alternative E:	5,000,000	8.3±

See Appendix F for copies of preliminary cost estimates.

Acquisition of right-of-way for Alternatives C, D and E will necessitate the relocation of families and businesses. Alternative C would relocate 9 families, with Alternatives D and E relocating 6 families each. Each of these three alternatives would relocate 2 businesses. A copy of the Conceptual Stage Relocation Study has been included in Appendix G.

Alternative E was developed as a result of comments made during a public meeting held on January 19, 1982. This alternative borrows heavily from features found in Alternative C.

RIGHT-OF-WAY

Due to these similarities, a separate right-of-way estimate and conceptual stage relocation study were not prepared. The costs and impacts of right-of-way acquisition required by these alternatives should be identical. For this reason, there is no mention made of Alternative E in the appendices that were mentioned above.

Depending upon whether or not noise abatement barriers are constructed, there may be a need for additional right-of-way acquisition in the northeast quadrant of the DeArmoun Interchange. The different alternative designs for noise barriers, which show the additional right-of-way required, have been included in Appendix Q.

### UTILITIES

Most of the utility conflicts on this proposed project are found in the area of the DeArmoun Road and Old Seward Highway intersections. This will involve relocating power poles, telephone cables and gas lines.

A copy of the cost estimate for each of the design alternatives is found in Appendix H. The total estimated costs are summarized below:

	COST <u>(1983 Dollars)</u>
Alternative A:	429,000
Alternative B:	493,000
Alternative C:	769,000
Alternative D:	696,000
Alternative E:	769,000

The MOA has contracted a consultant to assist them in their design of a waste water force main and pump house within the project area. The construction of this facility may precede the construction of these interchanges. At the public hearing of this project, a letter was submitted for inclusion in the written record by Louis J. Bonito, of the Anchorage Water and Wastewater Utility (AWWU). In this letter, Mr. Bonito outlined the AWWU's plans of the time and requested co-operation during the final design of both projects. The plans for the AWWU's waste water pipeline have been changed from what was described in this letter. The most current plan, as of October, 1983, would locate the pump