

S B

Z O

BILL NAME

BILL NUMBER

SB 38

DATE INTRODUCED 1-14

RELATED BILLS PENDING

~~SB 389 Finance 184~~

REFERRALS Trans & Fin.

An Act making a special appropriation to the DOT & PF  
For construction of a Kenai River Bridge; & PEO

SPONSOR(S) P. Fischer

IDENTIFICATION

INITIAL SUMMARY COMPLETED

Yes 1-23-85

LEGAL DIVISION SUMMARY

DEPT OF LAW SUMMARY

SPONSOR CONTACTED FOR BACKUP MATERIALS

Me'd 1-18

FISCAL NOTE

N/A

AGENCY RESPONSE →

OTHER INTERESTED LEGISLATORS NOTIFIED

Narvane  
Marou

INITIAL RESEARCH

SIMILAR BILLS INTRODUCED IN PREVIOUS LEGISLATURES

CSB 389 Finance 184 -

OTHER STATE OR FEDERAL PRECEDENTS, REGULATIONS, ETC

RESPONSES FROM INTERESTED PERSONS AND/OR GROUPS

See Minutes 1-23-85

BACKGROUND RESEARCH

CHAIRMAN BRIEFED

Yes

DATE & PLACE SET

1-23-85 Buttrouch

STAFF MEMO TO COMMITTEE

Yes 1-23

TELECONFERENCE

BACKGROUND MATERIAL DISTRIBUTED

Yes - 1-23

PSA/PRESS RELEASE

LIST OF WITNESSES

Senator Paul Fischer

SUGGESTED AMENDMENTS/CS DRAFTED

Adopted Transportation CS

HEARING PREPARATION

**DRAFT**

A handwritten signature in black ink, appearing to be 'JTB', is written over the 'DRAFT' stamp.

5 DAY NOTICE  
OF PUBLIC HEARING

The Senate Transportation Committee will hold a first public hearing on the following Senate Bill at 3:30 p.m. on Wednesday, Jan. 23, 1985 in the Butrovich Room in the

SB 38 "An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a Kenai River Bridge; and providing for an effective date."

Ford  
1/23/85 ✓

Original sponsor: P.Fischer

Funding Information

General Fund	\$6,660,000
Other Funds	-0-
	<u>\$6,660,000</u>

1 IN THE SENATE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR SENATE BILL NO. 38 (Transportation)

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 to the Depart-  
7 ment of Transportation and Public Facilities for  
8 construction of a Kenai River bridge; and providing  
9 for an effective date."

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

11 \* Section 1. The sum of \$6,660,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for con-  
13 struction of a Kenai River bridge providing for access to Funny River Road.

14 \* Sec. 2. The appropriation made by this Act is for a capital project  
15 and is subject to AS 37.25.020.

16 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
17 10.070(c).

LETTER OF INTENT

To Accompany

Senate Bill 38      "An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a Kenai River Bridge; and providing for an effective date."

It is the intention of the Senate Committee on Transportation that public access for the purpose of boat launching and parking be included within the right-of-way, or adjacent to the right-of-way, of the roadway to be funded by this appropriation.

# Alaska State Legislature

SENATOR  
JOHN B. "JACK" COGHILL  
Chairman

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



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

## Senate Committee on Transportation

### MEMORANDUM

To: Transportation Committee Members  
From: Chairman Coghill  
Date: Wednesday, January 23, 1985  
Re: SB 38 "Kenai River Bridge"

Senate Bill 38 proposes to fund the construction of a highway bridge across the Kenai River near Sterling. Construction would include upgrading a portion of the existing Scout Lake Road, to be used as access on the north side of the river, and connection with Funny River Road on the south.

This project would have the desired effect of relieving sport fishing pressure on the north side of the Kenai, as well as allowing easier access to the Sterling Highway by residents living along the Funny River Road.

The bridge has been proposed for a number of years, and has been identified as a priority of both the Kenai Borough and DOT/PF. It's legislative history is varied over the past several years.

In their analysis, the sport fish division, ADF&G, has given its support to the project, and has asked for additional language to insure vehicle access to the river along the road's right-of-way. This particular spot at the end of Scout Lake Road is currently used as a boat-launching area, and with statutorily guaranteed access, federal funds may be available for construction of boat ramps near the bridge. Because this is an appropriation bill, this request has been addressed in the letter of intent.

The proposed CS reflects the higher capital cost as indicated on the DOT/PF fiscal note. In addition to the DOT/PF and ADF&G analyses, the letter of intent and the CS, we have included a memorandum from Sen. Paul Fischer, the prime sponsor; a clipping from the Peninsula Clarion; and a map showing the project's location.

# Alaska State Legislature

Senator Paul A. Fischer  
Senate District D  
Box 784  
Soldotna, Alaska 99669  
(907) 262-9420 W  
262-9269 H



While in Juneau  
Pouch V  
Juneau, Alaska 99811  
(907) 465-3791

## State Senate

January 17, 1985

Memorandum: Senate Bill 38

To: Jack Coghill  
Chairman, Senate Transportation Committee

From: Senator Paul Fischer

The Kenai 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, and Seldovia,

Salient features are as follows:

1. This project is the keystone to solving the problems of overcrowding and congestion experienced by South Central Alaskan sport fishermen and other recreational users on the Kenai River. Completion will, for the first time, give equal access to the south side of the Kenai River. In addition, Alaskans will have their round trip driving time shortened by approximately 2 hours allowing more leisure time to enjoy the area.

2. 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 in the 17-mile Funny River Road following the Kenai River from Soldotna.

A large portion of Funny River Road passes through federal land of the Kenai Wildlife Refuge (formerly the Kenai National Moose Range). The road was constructed many years ago to minimum access standards and poses grave safety problems due to its narrow width and current high traffic levels. Accidents are frequent (see attached Peninsula Clarion article). School buses have a treacherous time in the severe weather conditions during winter and break up. Routing keeps children on the buses far longer than necessary, time on the bus for elementary school children is often in excess of 3 hours.

3. The bridge 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 reconstructing the 17 miles of the road run as high as \$1 million per mile (\$17 million total cost).

4. 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. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road,

5. Provides access for residents of the southern side of Kenai River to:

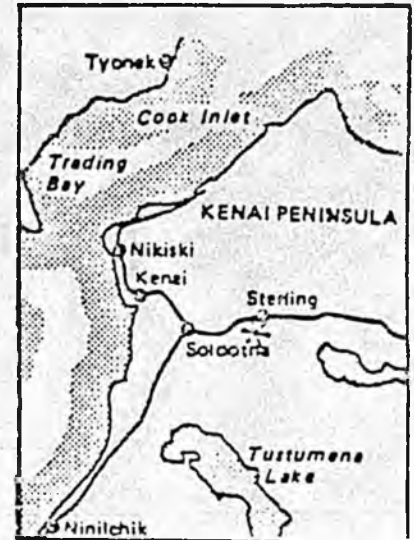
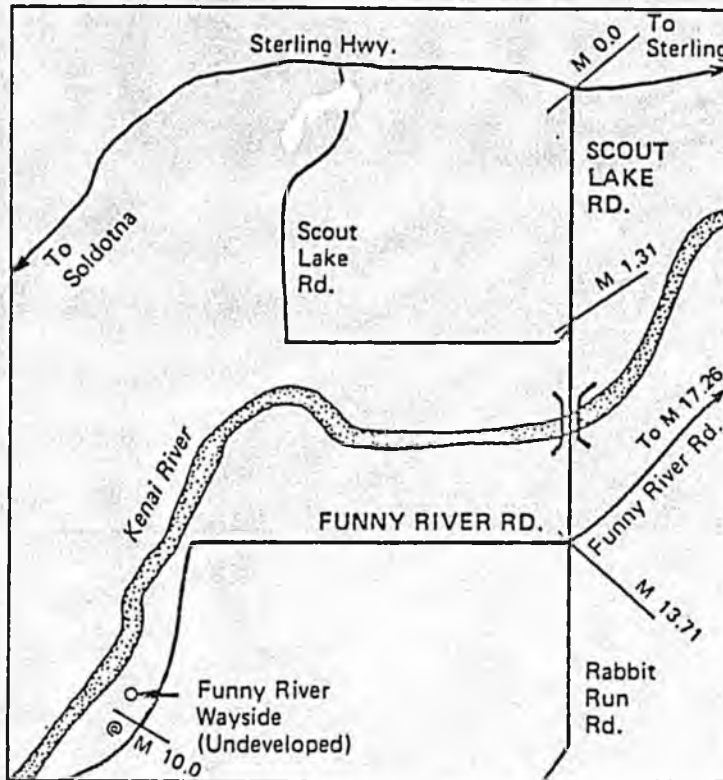
- a. Sterling Elementary School, grades K-6.
- b. Business area of Sterling
- c. Access to paved Sterling Highway for faster, safer travel either toward Anchorage or Soldotna.

6. Provides general public access to underutilized state park lands on the southeast side of the Kenai River, including the Nilnunga State Historical Park and Funny River Recreation area.

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 the Governor.
4. 1983- Included in Sheffield Administrative Budget (DOT/PF which was submitted to the Legislature.
5. 1984- Passed Senate as CSSB 389 (Finance).

Attached: Fiscal Note  
Project Study (DOT/PF)  
Newspaper article

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

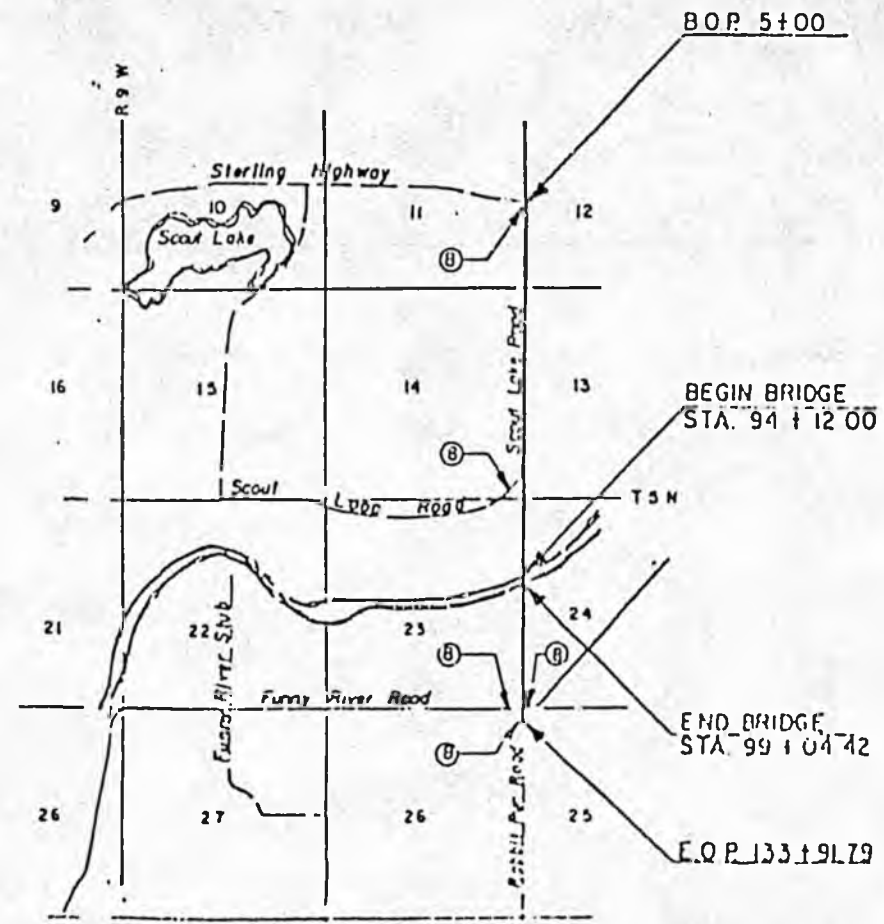
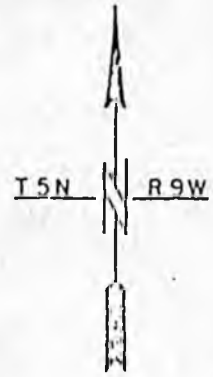
## STERLING HIGHWAY TO FUNNY RIVER R.D. GRADING, DRAINAGE, PAVING, & BRIDGE

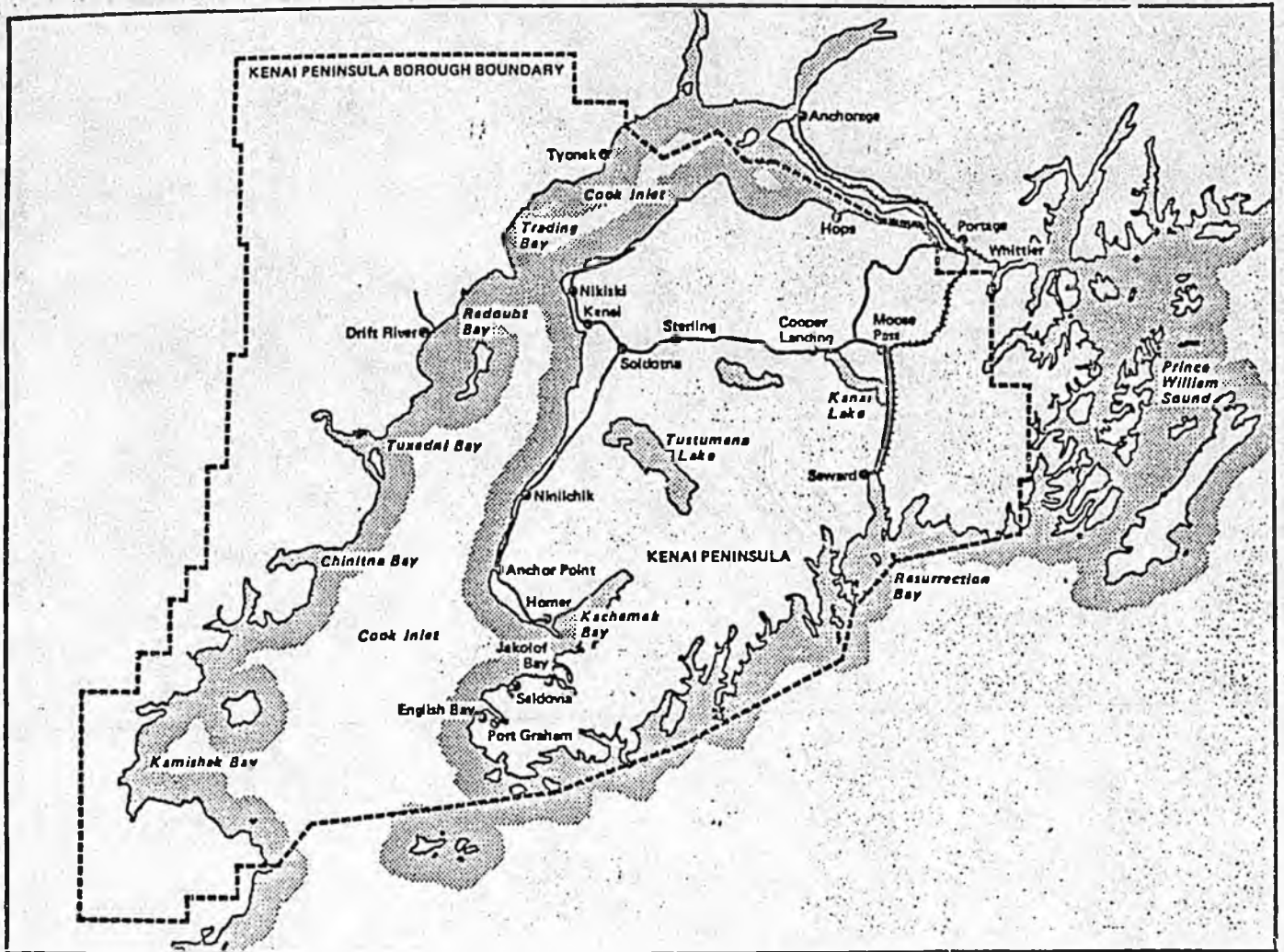
REG  
UNIT

DEPT. OF TR  
HIGHWAYS

### LEGEND

- CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH  
RADIUS 25' UNLESS SHOWN OTHERWISE
- CONSTRUCT PUBLIC ROAD APPROACH  
A 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)
- MARKET ADVANCE CONSTRUCTION SIGN IN ACCORDANCE  
WITH STANDARD DRAWINGS C-1004 AND C-1104
- ADJUST SURVEY MEASUREMENT/CASE TO GRADE





Source: Woodward-Clyde Consultants

# KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for  
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4  
HIGH PRIORITY PROJECTS\*

	Ongoing DOT/FF 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. Mean 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	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 Lane/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/Bolt		x	x		
22. Lou Morgan/Scout Lake	x		x	x	
23. Lowell Point			x		x
24. Mackeys Lakes		x	x		
25. Meyers/Stratherrv		x	x		
26. Naan 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/Bunne/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		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. 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).



**STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
BILL ANALYSIS**

DEPARTMENT Fish and Game	DIVISION Sport Fish	BILL NUMBER SB 38	SPONSOR P. Fisher
DEPARTMENT POSITION Support with Amendment			
PREPARED BY Richard Logan, Director	DATE 1/22/85	COMMISSIONER'S SIGNATURE <i>Steven Penneyer</i>	DATE 1/22/85

**SUMMARY**

OTHER AGENCIES AFFECTED BY BILL NOT/PF; DNR & DEC	CONSTITUENT GROUP(S) AFFECTED BY BILL Southcentral Sport Fisherman Various Environmental Groups Local Government
ORGANIZATIONAL SUPPORT FOR BILL Not Known	ORGANIZATIONAL OPPOSITION TO BILL Not Known

FISCAL IMPACT:       NONE       FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

ANALYSIS OF BILL/PROGRAM EFFECTS

Construction of a bridge across the Kenai River near Sterling to provide access to the Funny River Road should have no direct impact to the fishery resources of the Kenai River. The improved access will increase development, specifically on the south side, that will in the future impact the Kenai River resources. The degree of impact is not presently known nor can it be reasonably determined.

Depending on final bridge design and location, existing river angler and boating access may be eliminated or compromised. Loss of public access must be avoided during state capital projects.

Section 147 of the Federal-Aid Highway Act of 1976, PL 94-280 provides that funds apportioned to the states under 23 USC Section 104 may be used on application by the states for the construction of access ramps to public boat launching areas adjacent to bridges under construction, reconstruction, replacement, repair or alteration on the

(Continued)

AMENDMENTS PROPOSED

Amend Section 1 by adding at the end of line 13;

Public access will be included within the right-of-way or provided adjacent to the right-of-way for vehicle access to the river including boat launching and parking. The facility needs to be determined in cooperation with the Department of Fish and Game.

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS.

Analysis of Bill/Program Effects (Continued)

Federal-Aid primary, secondary, and urban system highways. If this bridge does not qualify under this federal legislation, then appropriate funding should be provided in the state appropriation.

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# Peninsula Clarion

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THURSDAY, Feb. 16, 1984

Vol. 14, Issue 99

© The Peninsula Clarion/U.S.P.S. 438-410

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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."

Introduced: 1/14/85  
Referred: Transportation  
and Finance

Funding Information  
General Fund \$5,500,000  
Other Funds -0-  
\$5,500,000

1 IN THE SENATE

BY P.FISCHER

2

SENATE BILL NO. 38

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 to the Department of Transportation and Public Facilities for construction of a Kenai River bridge; and providing for an effective date."

7

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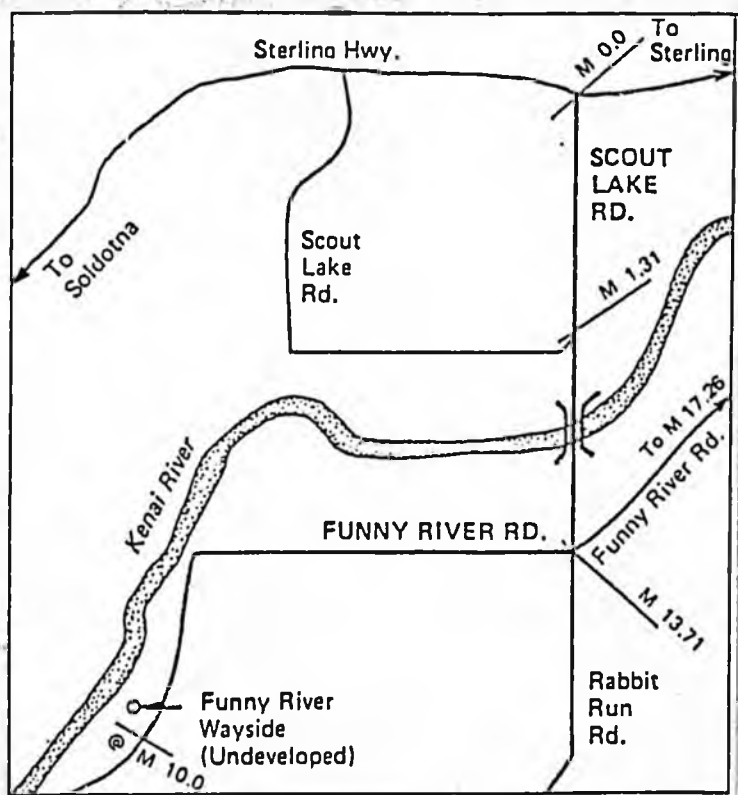
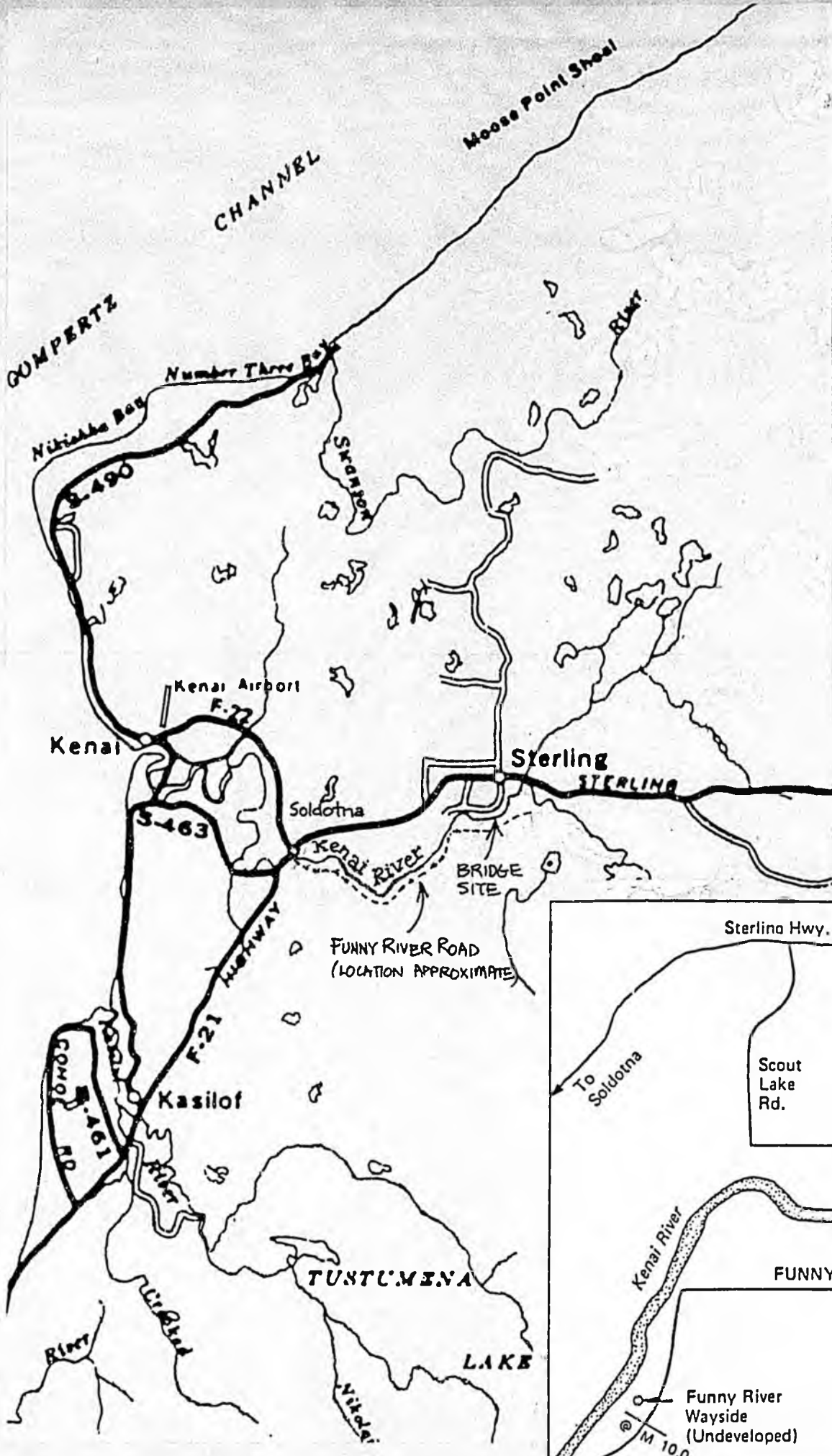
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OFFICE OF THE GOVERNOR  
BILL ANALYSIS**

DEPARTMENT Fish and Game	DIVISION Sport Fish	BILL NUMBER SB 38	SPONSOR P. Fisher
DEPARTMENT POSITION  Support with Amendment			
PREPARED BY Richard Logan, Director	DATE 1/22/85	COMMISSIONER'S SIGNATURE <i>Steven Pennoyer</i>	DATE 1/22/85

**SUMMARY**

OTHER AGENCIES AFFECTED BY BILL  SOT/PF; DNR & DEC	CONSTITUENT GROUP(S) AFFECTED BY BILL  Southcentral Sport Fisherman Various Environmental Groups Local Government
ORGANIZATIONAL SUPPORT FOR BILL  Not Known	ORGANIZATIONAL OPPOSITION TO BILL  Not Known

FISCAL IMPACT:     NONE                       FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

**ANALYSIS OF BILL/PROGRAM EFFECTS**

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Section 147 of the Federal-Aid Highway Act of 1976, PL 94-280 provides that funds apportioned to the states under 23 USC Section 104 may be used on application by the states for the construction of access ramps to public boat launching areas adjacent to bridges under construction, reconstruction, replacement, repair or alteration on the  
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**AMENDMENTS PROPOSED**

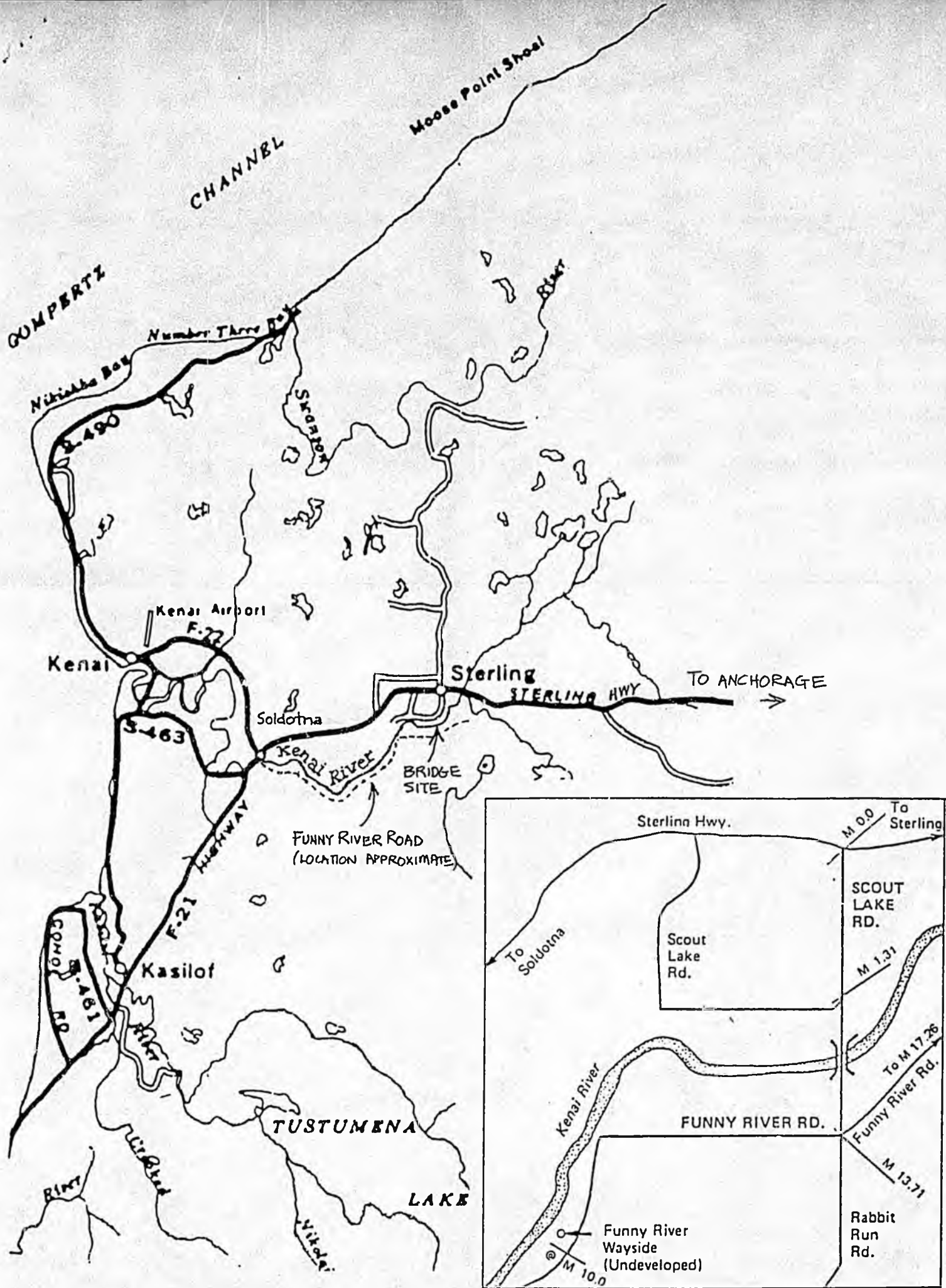
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Analysis of Bill/Program Effects (Continued)

Federal-Aid primary, secondary, and urban system highways. If this bridge does not qualify under this federal legislation, then appropriate funding should be provided in the state appropriation.



Ford  
1/23/85✓

Original sponsor: P.Fischer

Funding Information

General Fund	\$6,660,000
Other Funds	-0-
	<u>\$6,660,000</u>

1 IN THE SENATE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR SENATE BILL NO. 38 (Transportation)

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4 FOURTEENTH LEGISLATURE - FIRST SESSION

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Introduced: 1/14/85  
Referred: Transportation  
and Finance

Funding Information  
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Other Funds -0-  
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1 IN THE SENATE

BY P.FISCHER

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SENATE BILL NO. 38

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IN THE LEGISLATURE OF THE STATE OF ALASKA

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FOURTEENTH LEGISLATURE - FIRST SESSION

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To Accompany

Senate Bill 38

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It is the intention of the Senate Committee on Transportation that public access for the purpose of boat launching and parking be included within the right-of-way, or adjacent to the right-of-way, of the roadway to be funded by this appropriation.

A handwritten signature in black ink, appearing to read "J. B. Gault", is written over a horizontal line. The signature is highly stylized and cursive.



# Alaska State Legislature

SENATOR  
JOHN B. "JACK" COGHILL  
Chairman

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



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

## Senate Committee on Transportation

### MEMORANDUM

To: Transportation Committee Members  
From: Chairman Coghill  
Date: Wednesday, January 23, 1985  
Re: SB 38 "Kenai River Bridge"

Senate Bill 38 proposes to fund the construction of a highway bridge across the Kenai River near Sterling. Construction would include upgrading a portion of the existing Scout Lake Road, to be used as access on the north side of the river, and connection with Funny River Road on the south.

This project would have the desired effect of relieving sport fishing pressure on the north side of the Kenai, as well as allowing easier access to the Sterling Highway by residents living along the Funny River Road.

The bridge has been proposed for a number of years, and has been identified as a priority of both the Kenai Borough and DOT/PF. It's legislative history is varied over the past several years.

In their analysis, the sport fish division, ADF&G, has given its support to the project, and has asked for additional language to insure vehicle access to the river along the road's right-of-way. This particular spot at the end of Scout Lake Road is currently used as a boat-launching area, and with statutorily guaranteed access, federal funds may be available for construction of boat ramps near the bridge. Because this is an appropriation bill, this request has been addressed in the letter of intent.

The proposed CS reflects the higher capital cost as indicated on the DOT/PF fiscal note. In addition to the DOT/PF and ADF&G analyses, the letter of intent and the CS, we have included a memorandum from Sen. Paul Fischer, the prime sponsor; a clipping from the Peninsula Clarion; and a map showing the project's location.

# Alaska State Legislature

Senator Paul A. Fischer  
Senate District D  
Box 784  
Soldotna, Alaska 99669  
(907) 262-9420 W  
262-9269 H



## State Senate

While in Juneau  
Pouch V  
Juneau, Alaska 99811  
(907) 465-3791

January 17, 1985

Memorandum: Senate Bill 38

To: Jack Coghill  
Chairman, Senate Transportation Committee

From: Senator Paul Fischer

The Kenai 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, and Seldovia,

Salient features are as follows:

1. This project is the keystone to solving the problems of overcrowding and congestion experienced by South Central Alaskan sport fishermen and other recreational users on the Kenai River. Completion will, for the first time, give equal access to the south side of the Kenai River. In addition, Alaskans will have their round trip driving time shortened by approximately 2 hours allowing more leisure time to enjoy the area.

2. 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 in the 17-mile Funny River Road following the Kenai River from Soldotna.

A large portion of Funny River Road passes through federal land of the Kenai Wildlife Refuge (formerly the Kenai National Moose Range). The road was constructed many years ago to minimum access standards and poses grave safety problems due to its narrow width and current high traffic levels. Accidents are frequent (see attached Peninsula Clarion article). School buses have a treacherous time in the severe weather conditions during winter and break up. Routing keeps children on the buses far longer than necessary, time on the bus for elementary school children is often in excess of 3 hours.

3. The bridge 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 reconstructing the 17 miles of the road run as high as \$1 million per mile (\$17 million total cost).

4. 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. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road,

5. Provides access for residents of the southern side of Kenai River to:

- a. Sterling Elementary School, grades K-6.
- b. Business area of Sterling
- c. Access to paved Sterling Highway for faster, safer travel either toward Anchorage or Soldotna.

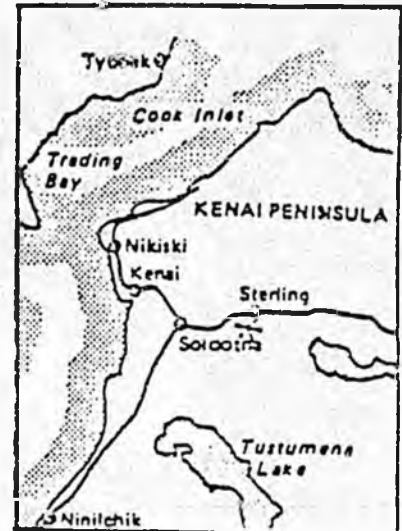
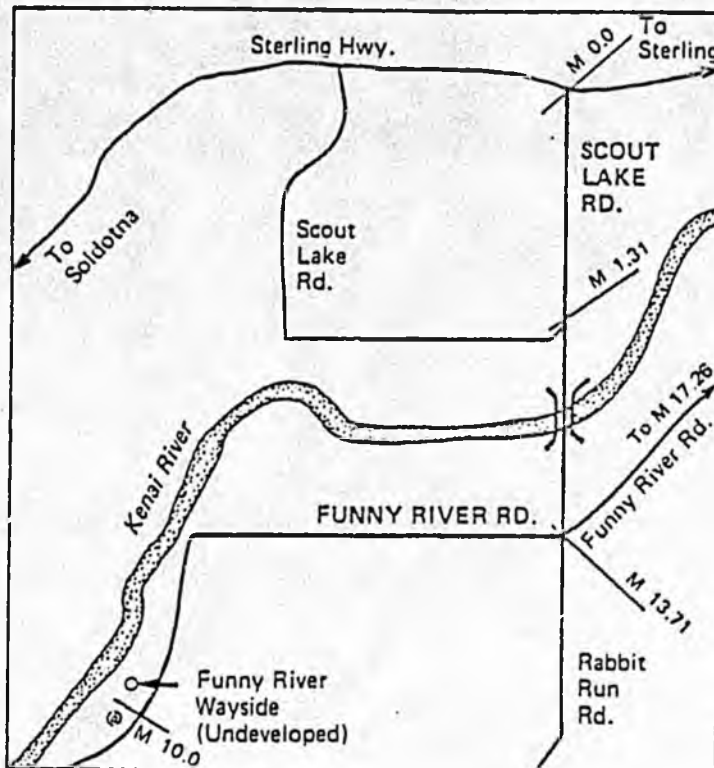
6. Provides general public access to underutilized state park lands on the southeast side of the Kenai River, including the Nilnunga State Historical Park and Funny River Recreation area.

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 the Governor.
4. 1983- Included in Sheffield Administrative Budget (DOT/PF which was submitted to the Legislature.
5. 1984- Passed Senate as CSSB 389 (Finance).

Attached: Fiscal Note  
Project Study (DOT/PF)  
Newspaper article

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

0.01 - 5.672



# X-14615 SCOUT LAKE ROAD EXTENSION

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

REC'D  
UNIT

DEPT. OF TR.  
ROADS

### LEGEND

CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH  
(RADIUS 25' UNLESS SHOWN OTHERWISE)

CONSTRUCT PUBLIC ROAD APPROACH  
(A 90° UNLESS SHOWN OTHERWISE)

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

REMOVE AND DISPOSE OF CULVERT PIPE

INSTALL GUARDRAIL

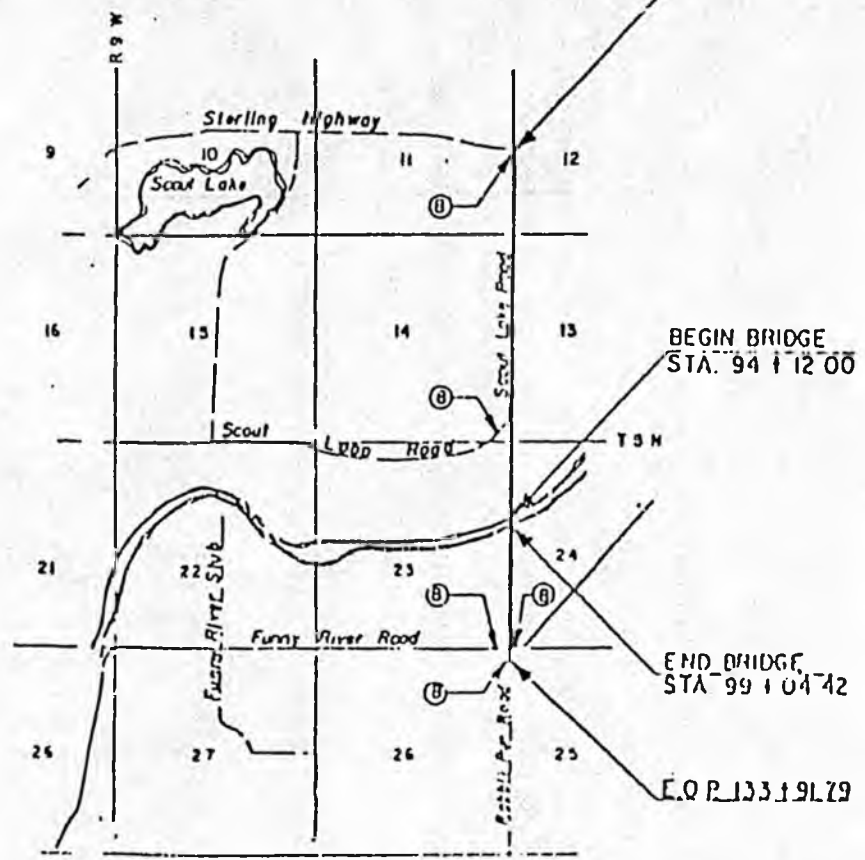
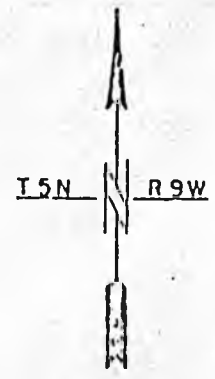
REMOVE STRUCTURE

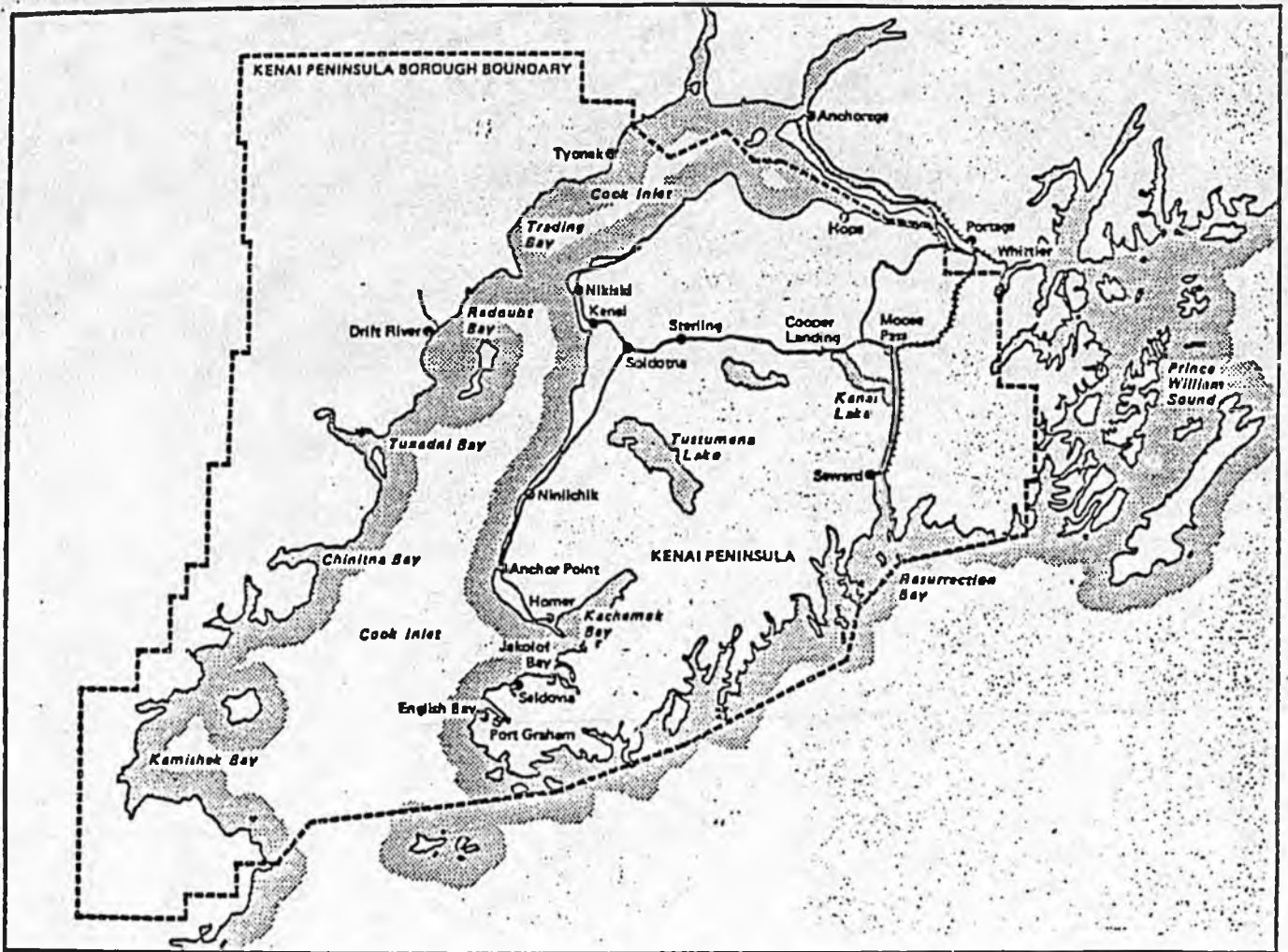
TRAFFIC SIGN (NUMBER REFERS TO POST NUMBER  
LISTED IN SIGN SCHEDULE)

IMPLEMENT ADVANCE CONSTRUCTION SIGN IN ACCORDANCE  
WITH STANDARD DRAWINGS C-1004 AND C-1101

ADJUST SURVEY MONUMENT/CASE TO GRADE

B.O.P. 5100





Source: Woodward-Clyde Consultants

# KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for  
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4  
HIGH PRIORITY PROJECTS\*

	Ongoing DOT/PP Project	Ongoing KPS or Municipal Projects	Community Desires	Economic Development	Use Deficiency (safety, traffic) overload, etc)
1. Airport Bypass/Kachemak	x		x		
2. Anchor Point		x	x		
3. Be. Creek		x	x		
4. Bear Creek (Kachemak City)			x		x
5. Big Eddie		x	x		
6. Cannery			x		
7. Ciechanski			x		
8. Clam Gulch				x	x
9. Coho Loop			x		
10. Diamond Ridge (Skwline 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. Halbouty		x	x		
16. Hocesite 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. Lowell Point			x		x
24. Mackeys Lakes		x	x		
25. Mavers/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		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. 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).

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# 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."



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
BILL ANALYSIS

DEPARTMENT Fish and Game	DIVISION Sport Fish	BILL NUMBER SB 38	SPONSOR P. Fisher
DEPARTMENT POSITION: Support with Amendment			
PREPARED BY Richard Logan, Director	DATE 1/22/85	COMMISSIONER'S SIGNATURE <i>William Pennington</i>	DATE 1/22/85

SUMMARY

OTHER AGENCIES AFFECTED BY BILL SOT/PF; DNR & DEC	CONSTITUENT GROUP(S) AFFECTED BY BILL Southcentral Sport Fisherman Various Environmental Groups Local Government
ORGANIZATIONAL SUPPORT FOR BILL Not Known	ORGANIZATIONAL OPPOSITION TO BILL Not Known

FISCAL IMPACT:  NONE  FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

ANALYSIS OF BILL/PROGRAM EFFECTS

Construction of a bridge across the Kenai River near Sterling to provide access to the Funny River Road should have no direct impact to the fishery resources of the Kenai River. The improved access will increase development, specifically on the south side, that will in the future impact the Kenai River resources. The degree of impact is not presently known nor can it be reasonably determined.

Depending on final bridge design and location, existing river angler and boating access may be eliminated or compromised. Loss of public access must be avoided during state capital projects.

Section 147 of the Federal-Aid Highway Act of 1976, PL 94-280 provides that funds apportioned to the states under 23 USC Section 104 may be used on application by the states for the construction of access ramps to public boat launching areas adjacent to bridges under construction, reconstruction, replacement, repair or alteration on the

(Continued)

AMENDMENTS PROPOSED

Amend Section 1 by adding at the end of line 13;

Public access will be included within the right-of-way or provided adjacent to the right-of-way for vehicle access to the river including boat launching and parking. The facility needs to be determined in cooperation with the Department of Fish and Game.

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS.

Analysis of Bill/Program Effects (Continued)

Federal-Aid primary, secondary, and urban system highways. If this bridge does not qualify under this federal legislation, then appropriate funding should be provided in the state appropriation.