

**WORK
SESSION
WESTERN
ALASKA
DOT**

HOUSE TRANSPORTATION COMMITTEE

February 28, 1990

8:15 a.m.

MEMBERS PRESENT

Rep. Richard Foster, Chairman

Rep. Loren Leman

Rep. Bill Hudson

MEMBERS ABSENT

Rep. Gene Kubina

Rep. Ben Grussendorf

COMMITTEE CALENDAR

WORKSESSION/TELECONFERENCE

Overview - Transportation Issues in Western Alaska

WITNESS REGISTER

Jack McFarland

Kodiak Island Borough

710 Mill Bay Road

Kodiak, Alaska 99616

ACTION NARRATIVE

TAPE SIX A, SIDE A

Number 000

The House Transportation Committee meeting was called to order by Acting Chairman Leman at 8:22 a.m. Members present were Representatives Foster, Leman and Hudson. Representative Leman announced that the meeting was a worksession to discuss western Alaska transportation issues.

Tape number 6A can be found in the House Transportation Committee room, Capitol building, room 17, or the Legislative Reference Library.

There being no further business to come before the House Transportation Committee, Acting Chairman Leman adjourned the meeting at 9:20 a.m.

KODIAK AREA ISSUES

BRIEFING PAPER

Department of Transportation
and Public Facilities

Central Region
Planning Section

February 14, 1990

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KODIAK AREA ISSUES

The Kodiak Island Borough includes the communities of Akhiok, Karluk, Kodiak, Larsen Bay, Old Harbor, Ouzinkie, and Port Lions. There is no road access between any of the communities on the island.

CITY OF AKHIOK

Erosion Control

Akhiok residents constructed a small seawall to shore up the cove around which Akhiok is centered. However, tides and strong northeast winds blowing across Akhiok Bay continue to threaten waterfront residences and a community diesel fuel storage tank. The community has continued to seek funds for an erosion control project. This project has not been identified as a priority by the DOT&PF Erosion Control Task Force. No project is identified in the six-year CIP.

Permanent Dock Facility

The city has been working with the Department of Community and Regional Affairs (DC&RA) to identify capital improvements for the community. The highest priority project is construction of a permanent dock facility to replace the floating dock. A docking facility would serve the commercial fishing fleet, barges and local boats. Construction costs are estimated to total \$1.5 million. The project has been included on the area needs assessment, but has not been identified for funding in the six-year CIP.

VILLAGE OF KARLUK

No known transportation-related issues.

CITY OF KODIAK

St. Hermans Small Boat Harbor-Breakwater Construction

The City of Kodiak and the Kodiak Island Borough support the construction of a permanent breakwater to protect the 45 acre St. Hermans Small Boat Harbor as the highest priority capital improvement. The 360 vessel harbor is currently being protected by a floating breakwater. The floating breakwater was constructed by the department in 1982 as a temporary measure to protect the harbor.

The COE initiated studies for construction of the permanent breakwater based on a U.S. Congress appropriation of \$50,000 in FY'88. This amount is sufficient to allow planning efforts to progress and to collect the necessary environmental field data for the supplemental environmental impact statement. The price for the breakwater is still an estimate, but is expected to range between \$15.0-\$17.0 million. DOT&PF is working

closely with the COE, locally, to ensure that all the preliminary steps will be met should the final appropriation be forthcoming.

This project is funded under the COE's General Investigation (GI) program and will require a congressional appropriation. A \$2,000,000 project was funded in the state's FY'90/GF capital budget to provide match money for the construction. This appropriation will be TORA'd to the city, as local sponsor, once they sign the Local Cooperation Agreement (LCA) with the Corps.

St. Paul Harbor Finger Float Replacement and Repair

The FY'91 GF budget had included a \$500,000 budget recommendation for finger float replacement and repair to Kodiak's St. Paul Harbor. The maintenance project was not included in the Governor's budget recommendations.

Mill Bay Road

Unfortunately, the situation remains very bad. The recent freeze-thaw cycle in Kodiak over the last six weeks has caused Mill Bay Road to literally explode. The maintenance crew can fill in potholes along a stretch of the road and 20 feet behind them a new pothole will open up in the driving surface.

The maintenance crew has used 30 tons of hydro-patch material, stockpiled in Kodiak for emergency road repairs, on Mill Bay Road and Rezanof Drive this winter. There is no other cold mix or hot mix available on the island. The maintenance crew has been reduced to filling the potholes with gravel. This solution works only as long as the surface remains frozen.

At the present time M&O is trying to recycle asphalt removed from Runway 7/25 at the state airport during last summer's construction project. Unfortunately, this asphalt is not very good and Maintenance & Operations does not foresee this providing a good patch. However, it is the only short-term solution to the problem, until we can again transport material to the island. If there is no relief in the weather, M&O may be forced to strip the asphalt from Mill Bay Road and return it to a gravel surface.

The deterioration of Mill Bay Road is far beyond the ability of the maintenance crew to contain. The problem on Mill Bay Road is that the entire subsurface must be reconstructed. The road is one of the oldest roads in Alaska. The Russians originally constructed the road to transport products between Mill Bay and St. Paul Harbor when wind conditions prevented passage around the island.

In the past, the city and borough have ranked the reconstruction of Mill Bay Road as the highest priority Kodiak area road improvement project.

In turn, Central Region has identified the project as a high priority during the development of the FY'89 and FY'90 capital budgets. Unfortunately, due to the scarcity of state general funds, no capital improvement project has been funded.

Again this year the department proposed a \$5 million general fund reconstruction project in our annual capital budget recommendations. The \$5 million would fund reconstruction of 1.9 miles of the road, from the "Y" intersection to Benny Benson. The City of Kodiak has agreed to assume jurisdictional responsibility for the road if it is improved and reconstructed to municipal standards. The municipal Public Works Department prepared the \$5 million estimate for the reconstruction project built to municipal standards.

In a more recent discussion with city officials, they have revised the estimate and expanded the project scope. The city recommends a \$7.5 million appropriation to rebuild the entire length of road, a total of 2.59 miles, from the "Y" intersection through the Benny Benson intersection onto Rezanof Drive East. This additional one-half mile of road was resurfaced by the department in 1984. However, the project was limited in scope and only minor reconstruction occurred. The project installed curb and gutter along the half mile of road. Traffic along this end of the road has increased steadily over the last few years (1986-1,392 ADT/1987-1,434 ADT/1988-1,640 ADT) with the expansion of Brechan Enterprises (contractor) and the opening of a Safeway Store.

In February, the capital budget was released including only a \$3 million appropriation for Mill Bay Road. Unfortunately, this amount cannot accomplish the complete reconstruction the roadbed requires. Reconstruction of Mill Bay Road, between just the "Y" and Benny Benson Drive, will cost almost twice that amount. The subject has been discussed with the city, but no strategy has been developed regarding this reduced appropriation. It is our intent to support city efforts to match this appropriation with additional funds to complete the project as originally proposed. Our ultimate goal in a complete reconstruction was a transfer of the road from the state to the city. While the city has been very supportive of this strategy, it is unlikely that this partial funding will allow us to accomplish that goal.

In the past there was discussion regarding the prospect of adding the road to the federal-aid system in order to be able to use federal highway funds on the project. Federal design parameters, however, would require widening the road to four lanes to accommodate existing traffic loads. The preliminary cost estimate for widening and reconstruction to four lanes ranged between \$7-9 million. A federal highway project would significantly alter the character of Mill Bay Road by causing the closure and relocation of numerous businesses to accommodate right-of-way requirements. The city and the borough expressed a preference that improvements to the existing road be made without any change to the existing alignment. It was agreed that the department would not pursue

the federal-aid designation, but rather would continue to pursue state general fund dollars to complete the reconstruction.

Rezanof Drive East/Surface Deterioration

The City and the Borough have expressed concern about the rapid deterioration of Rezanof Drive East. They are very concerned about the imminent loss of the roadway if a resurfacing project is not undertaken on the road immediately. Rezanof Drive East is the main thoroughfare through the city. The road surface has deteriorated badly in the last 18 months. The road was originally paved in 1975/76. No maintenance has been done on the road since that time. A preliminary cost estimate for the resurfacing is \$1.5 million (approximately two miles of road). No project has been identified for the resurfacing in the six-year CIP. This road is on the federal aid secondary system, but must compete with other higher priority rural projects on the federal aid system (i.e. Unalaska, Dillingham, Bethel, King Salmon-Naknek). No general fund project has been identified for the improvement, since the highest priority general fund project has been the proposed improvement to Mill Bay Road.

Although no capital improvement project is currently identified for Rezanof Drive, M&O is optimistic that a major capital improvement project on Mill Bay Road can have some secondary benefit to Rezanof Drive. Most obvious is the fact that the maintenance crew would be allowed to concentrate their resources on just one road.

Kodiak "Y" Intersection Improvement

This intersection currently has both geometric and traffic control deficiencies due to its "Y" configuration, access to and from Center Street at the junction with Lower Mill Bay Road and Rezanof Drive West, and other access drives to local business establishments. The department received funding in the FY'90 federal highway program for preliminary engineering to study solutions for this intersection.

Solutions for this intersection may include channelization to better direct traffic movements, restrictions to turning movements, signalization or other traffic control devices, and minor or major reconstruction of the intersection geometrics. Traffic anticipates that they will be scheduling a public meeting in Kodiak in March to discuss alternatives with the community. No meeting date has been scheduled.

Cape Chiniak Road (Kalsin Hill)

In April, 1988, a state grader went off the cliff at Kalsin Hill. The accident was due to a mechanical failure and not to the condition of the road. It was unfortunate that it occurred on the steep portion of the hill, but the accident was not caused by the condition of the road.

PARTICIPANT LIST

TESTIFIED

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. DICK NELSON, MARK AIR EXPRESS			
2. CINDY ANDRECHECK			
3. THOMAS HAWKINS			
4.			
5.			

OBSERVED

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. 3 OBSERVING			
2.			
3.			
4.			
5.			

TESTIFIED:
UNABLE:
OBSERVED:
TOTAL:

START TIME:

END TIME:

*
* DELIVER TO: LIOCBL5 *
*
* ORIGINAL *
* SENT: 02/28/90 TIME: 08:26 *
* FROM: LIOCBET *
* SUBJECT: 90-02-136; PL#2; DOTPF; 2-28-90 *
* PRINT DATE: 02/28/90 TIME: 08:26 *
*

T/C NO: 90-02-136
DATE: FEBRUARY 28, 1990
SPONSOR: HOUSE TRANSPORTATION
SUBJECT: OVERVIEW OF DOTPF CONCERNS FOR WESTERN ALASKA
MODERATOR: WALLY RICHARDSON
SITE: BETHEL

 * DELIVER TO: LIOCBL5 *
 * * * * *
 * ORIGINAL *
 * SENT: 02/28/90 TIME: 08:24 *
 * FROM: LIOCINE *
 * SUBJECT: 90-02-136, BL, DOTPF, 2-28 *
 * PRINT DATE: 02/28/90 TIME: 08:24 *
 * * * * *

TC NO: 90-02-136
 DATE: FEBRUARY 28, 1990
 SPONSOR: HOUSE TRANSPORTATION
 SUBJECT: OVERVIEW OF DOTPF CONCERNS FOR WESTERN ALASKA
 MODERATOR: INEZ WEBB
 SITE: ANCHORAGE

SITES FOR TODAY'S TELECONFERENCE:

- 1. BETHEL -- 3
- 2. UNALASKA -- HERY HENSLEY, CITY MANAGER TO SPEAK
 ROE STURGULEWSKI, PUBLIC WORKS DIRECTOR
 GLENN REED >
- basket* 3. HOOPER BAY -- HARVEY JOE
- 4. KIPNUK -- PAUL KINGUA *Kiyunga*
- resub* 5. NAKNEK -- MIKE SWAIN, DOT STATE EQUIPMENT
- 6. JUNEAU **CHAIRING SITE**

EMAIL ADDRESS: LIOCINE
 BACKUP NUMBER: 561-1199

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Rep. Bill Hudson

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Rep. Ben Grussendorf

COMMITTEE CALENDAR

Worksession/teleconference
Overview - transportation issues in western region

WITNESS REGISTER

Jack McFarland
Kodiak Island Borough
710 MillBay Road
Kodiak, Alaska 99616

PREVIOUS ACTION

ACTION NARRATIVE

TAPE FIVE A, SIDE A
Number 000

The House Transportation Committee meeting was called to order by Acting Chairman Leman at 8.22 a.m. Members present were Representatives, Foster, Leman and Hudson. Representative Leman announced that the meeting was a worksession to discuss western Alaskan transportation issues.

Tape Number 5A can be found in the House Transportation Committee room, Capital building, Room #17, or the Legislative Reference Library.

There being no further business to come before the House Transportation Committee, Chairman Leman adjourned the meeting at 9.20 a.m.



Representative Bette Cato, Chair House Transportation Committee

SUBJECT OF MEETING:

DATE:

PLACE:

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
S. L. McFarland	Kodiak Island	710 Mill Pt. Rd	94615		(907) 486-5736	Y N	Roads
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	

KATY McQueen
AIRP DOT Liaison
- on PERS?

* Beth TOM HAWKINS
DICK NELSON MKAR EXPR MT RHWYS Russ m... No MT No MT No MT
No Wires 4.7 AM Poor NO S...
Rem
* HBBy - AIRP MER RHWY 16" v UNSAFE BIG ARC NO MT EQUIP
BAD RD - Now Level w/GRS CHER NO WOOD
* KUPA - PAUL KANUNYA - AIRP MER - NO BLG EQUIP 24x48 RDSINKING
APRON SMALL IN SUMMER NO BRID CHER " NO TAN
AROW
* UNAK NAKKIC SMA GOOD

< ANIML - KING SALM MIKE SWAN 13 DOT MER NO MAPWR 40x60 BL
DILL CONTR AF KING SALM, Needs Blower+ BAD SHAR

WKSSES
28 FEB 90

Beth

CINDY ANDRECHER NO MTGS BETH AIRP MER + LEASE-HOLDERS
30 AIRP-BETH

HADLON AIR TAXI TOM HADLON AIRP MER TO VIII - NO CONTROL
NOPEQUIP
NON-STAND EQUIP - LOWEST BIDDER - NO PARTS INVENT
PLAN FOR STANDIZ IN AIR?
CONTRACTS - AIR Policy clear or cws?

UNAK

H Hensley - Rds PAVED 450.0 CITY FUNDS 5310 SPENT POP 1331 → 1988
250.0 CITY " Rd OPEN 2265

Green Lead

ROE STURBLEWESKI - 30 MI. (5310 IS 3-4/MI.)

6600 - 3030 Rd cars
↓
4600 - 3030 Rd cars
per FEDS → THIS FY
USED BY
FEDS

1981 BRIDGE
PLANK
60.0 CHANGE
TEMPOR.
NEED STUDY
NO DRAINAGE
NO CRAWN
300.0 NEED
DOT FUNDS
THIS YR
2.5 MILL SPENT
LAST YR OR
1/2 MATCH FOR
WATER

1. PAVING
2. 300.0 NEEDED

JACK MCFARLAND - KODIAC BOROUGH
Bd Rds AK HI-WAYS (2) MILBAY + RESSIN PAVED R
↓ 3 MILL IN BUDG → 1.5 MILL
7.5 - 9 MILL NEEDED

ANIAK PUB WKS DIR

852-5511 ✓ - Dil' igham. - Norman (Will try to come)

Not on

543-4495 - Bethel - Bill Christovich ✓

758-4127 - Hooper Bay - Harvey Joe ✓

675-4446 - Aniak - Alan Ciseron - Public works director
call Tuesday. a.m.

? Not on

896-5315 - Kipnuk - Paul ^{Kanya} Kaunya - We need to call him
Need to call him ✓

581-1786 - Unalaska - Stan Hasbuck (P.O.T) only does airport runway ✓
581-1251 ✓ City office Bldg - Herb Hansley - city Manager -

246-3023 - Aknets - line is ? out ✓
Bristol Bay Borough Building
King Salmon

Workshop - Workshop

2-28-90

8:23

Hudson, Foster, Lemay.

Bethel - Hoopa - Kipnuk - Oly - Unalakleet - Naknek -

Bethel

Dick Nelson. pres. North Air Express. - St. Mary's + Bethel - ^{poor} ^{maintenance} ^{and} ^{snow} ^{conditions}
as a result - pilots canceled
redirection - maybe helicopters cover them.

Cindy Anduehke. overview -

- ① policy consistency
- ② consistency between airports
- ③ management between airport mgmt and leaseholder.
- ④ designated use compared to actual use.
- ⑤ clarity + access.
- ⑥ maintenance concerns.

accidents

grader disabled on the

runway -

pilot hit it. plus

potholes.

Tom Humbkins. main concern ① control by regional maint mgr.

one rural contractor. should go back to state + feds -

we never know what the local conditions are.

Contractors need to call in but don't. [Nunapiachuk]

[Napeskiak - operator out of town, grader broke down]

- ② Non-standardized fleet of equipment.
- ③ does state have an inventory of parts or does the state have a plan for standardization?
- ④ does state have a policy on getting current airport status.

(2)

Unalaska

Hew Aensley. Roads.

Health Committee
adoption Res. 310 highway

5310 now on Fed. program

no D.O.T. presence of on Unalaska - City covers costs.
last 18 months spent 450,000 on roads.
250,000 / yr.

population Unalaska
FY88 - 1331
FY89 - 1908
FY90 - 2265
FY91 + even more.

{ 6807 cars/day/Sept.
3030 cars/day/Nov. ← need to use these #'s otherwise
Fed. requires 4 lane.

{ # 2 1/2 million city match for water match
doing it again this year. #5.0!

we're concerned we've been ignored.

Western Seafoods 100

WISEA 40-50

Alaska 30

July 1 → 200 million in new plants + processing facilities

① need help on paving road.

② 300,000 to help.

*

TAPE 0400

(3)

Hudson - is # 70000 in Gov's budget?

Ken Maszjini - working w/ Rep. Jacobs.

Rosztungowski - same as Herv.

Hooper Bay → • grader needs to be replaced.

- roads need to be replaced or upgraded - base is eroded.

○ call Joe →

- Kipnuk.
- equipment is worn but water is leaking
 - equipment building - don't have one.
 - road is sinking - grader is always getting stuck.
 - 5 privately owned aircraft - need expansion.
 - need more Money!!

Naknek _____ Swaine.

- takes 4 people minimum to patch pot holes on new road.
- ① • manpower shortage. just 2 wks - road open + closed too much snow. ② need more ^{blower + loader} eqmt. & manpower.

Bristol Bay Borough - doing more on highway than state.

- ③ shop facilities - terrible shape. higher priority.

Kodiak. Jack McFarland Kodiak Is. Borough.

- ① Roads. A] Mill Bay Road. slowly deteriorating
- B] Rezanof Drive.

(4)

cont.

- Kodiak would be willing to take over control of the Road if the state would bring it up to the standards set out by state policy.

it is in the budget for 3.0 million - Mill Bay Rd.

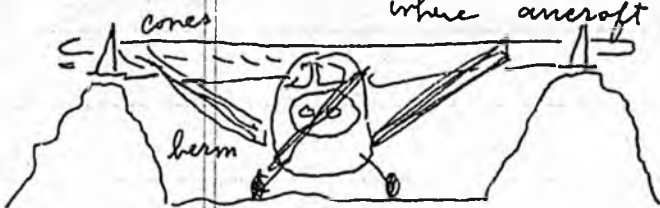
est. total cost = \$ 7.5 → 9.0

Kuzanoff drive = \$1.5 m.

→ encourage us to look @ M. + O. budget on the positive list.

Aniak. alan Simerson? no one there.

Q+ Foster - - re: the liability issue? state airport not to agree upon stipulations - Tom Hankins - several instances where aircraft hit berms from snow plowing.



Ripon - need equipment to get those berms down.

Unalaska. Her Hensley. concern re: bridge. plank type surface.

- ① do a study of the stress on the bridge.
- ② recalculate traffic on the bridge.

5

sign off on teleconference

0251

Q - Foster - maybe we could support, by letter, all the concerns between air taxi operators + department officials.

Q - Hudson - sounds like we further discussion / follow up on the Communications issues.

• concludes discussion.

March 1, '87

- IJR 87
- CHJR 79
- Confirmation Hearings.

9:27 am.