

S C R

8

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 5-DAY NOTICE Feb. 16, 1989
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER

**FISCAL NOTE(S) MUST BE ATTACHED
IN ACCORDANCE WITH AS 24.08.035

DATE TURNED INTO OFFICE April 27, 1989

1/19/89
Mr. President:

TRSP Committee considered SCR 8

reconstruction and realignment of the Lazy Mountain/ Wolverine Road
in the Matanuska-Susitna Borough

and recommended:

- replace with CS _____ same title
- attached amendment(s) and new title
- _____ letter of intent adopted
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to _____

FISCAL NOTE(S) attached zero fiscal impact
 appropriation no FN attached Gov. FN introduced w/ bill

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Richard Lohman

Don Smith (No Rec - Needs Amendment)
Pat Fennell (No Rec)
Bob [unclear] (No Rec)

Handwritten Signature (No Rec)
Chairman signature and recommendation

Committee backup attached

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: SCR 8
PUBLISH DATE: 1/19/89

FISCAL NOTE

REQUEST:

Revision Date: Feb 8, 1989
Title: Reconstruction of Lazy Mountain/
Wolverine Road
Sponsor: Kerttula
Requestor: _____

Agency Assigned: DOT&PF
BRU: Design & Construction,
Maintenance & Operations
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES			9.5	9.5	9.5	9.5
TRAVEL						
CONTRACTUAL			13.5	13.5	13.5	13.5
SUPPLIES			4.0	4.0	4.0	4.0
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	27.0	27.0	27.0	27.0

CAPITAL	-0-	2,150.0	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of Dollars)

GENERAL FUND		2,150.0	27.0	27.0	27.0	27.0
FEDERAL FUNDS						
OTHER						
TOTAL		2,150.0	27.0	27.0	27.0	27.0

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME	-0-	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

ANALYSIS : (Attach a separate page if necessary)

See Attached

Prepared by: William R. Snell (signed) [Signature]
Division: Regional Director, Central Region

Phone: 266-1440
Date: 2/8/89

Approved by Commissioner: [Signature]
Agency: Department of Transportation & Public Facilities

Date: 2/8/89

- Distribution (by preparer):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)

Fiscal Note Analysis
SCR 8

ASSUMPTIONS

It is assumed that the referenced Lazy Mountain/Wolverine Road is the same as the Clark-Wolverine Road found on the area map (copy attached).

PROGRAM SUMMARY

1. Positions: No new positions required.
2. Other Expenditures:

With \$187,500 in funding provided by the Matanuska-Susitna Borough, the Department has completed designing the realignment of a one mile section of Clark-Wolverine Road between Huntley Drive and Clark Road along the section line identified as Diana Avenue. The cost estimate for realigning and paving this new section of roadway is approximately \$1,750,000. Of this amount approximately \$165,000 would be for right-of-way acquisition. The north end of this section presents a special problem because of swampy ground.

There are two alternatives for improving the remaining 2.5 mile section of Clark-Wolverine Road between Clark Road and Wolverine Canyon. A minimal maintenance project, which would grade and chip seal the 2.5 miles road on the existing alignment would cost approximately \$400,000. A more intensive upgrade project would widen the road, realign problem areas, improve drainage, pave, and relocate utilities would cost approximately \$1,000,000 per mile for a \$2,500,000 total.

The costs shown in this fiscal note reflect the \$1,750,000 for the realignment at the first section of road, between Huntley Road and Clark Road, and \$400,000 for a minimal maintenance project on the Clark Road to Wolverine Canyon section for a total cost of \$2,150,000. Road maintenance cost is estimated to be approximately \$27,000 annually. The cost is determined by multiplying the 8 lane miles by an estimated \$3,375 per lane mile.

3. Funding: General Funds only.
4. Section Cost Analysis: Not applicable.

COMPUTATIONS

Not applicable.

ECONOMIC IMPACT

See Other Expenditures.

IMPACT ON LOCAL GOVERNMENT

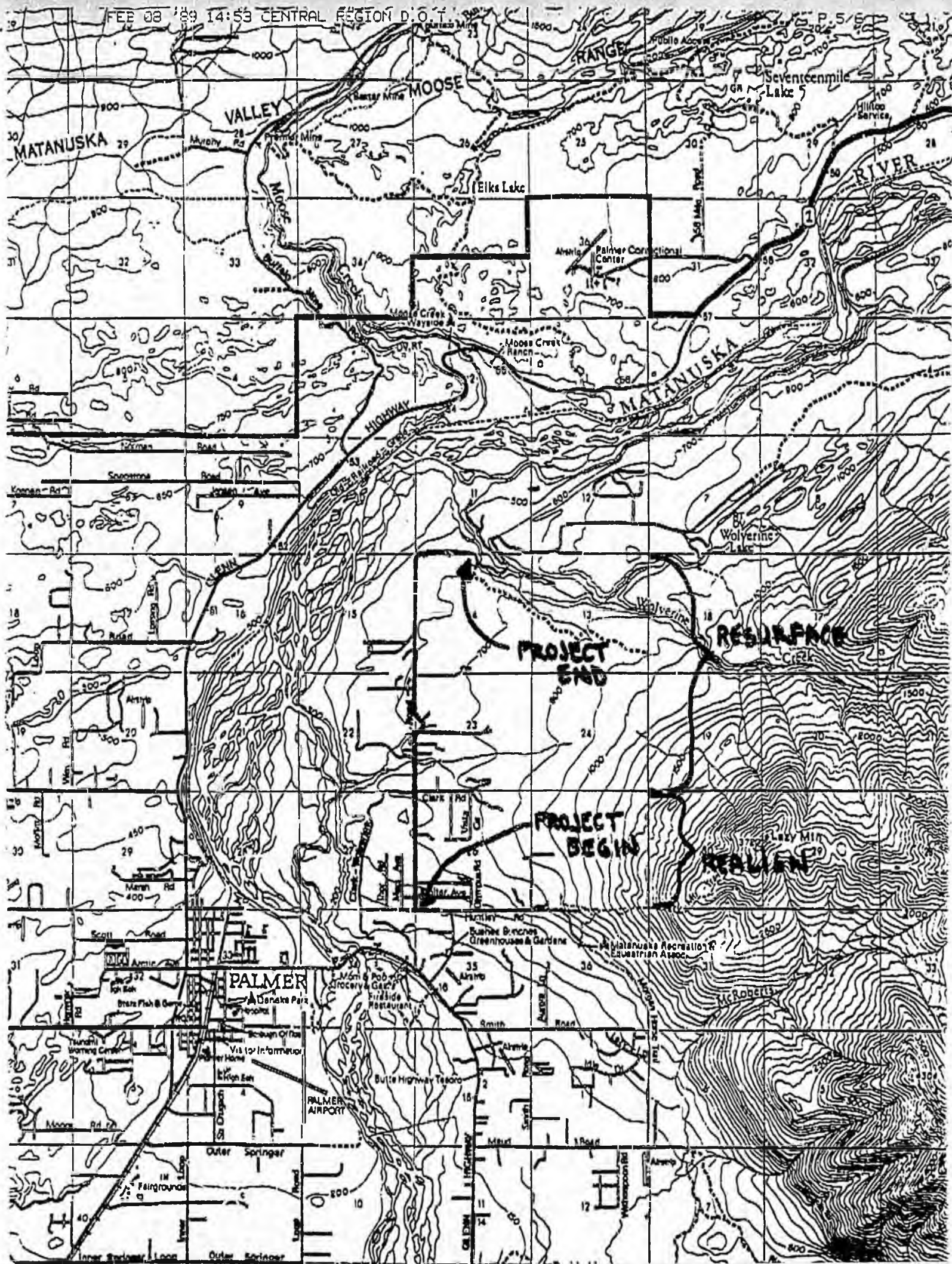
None

OTHER INFORMATION

The realignment and reconstruction of Clark-Wolverine Road is not included in the DOT&PF Six-Year Capital Improvement Program (CIP) due to very limited General Fund dollars. The DOT&PF has no other funding authorized for this project.

ATTACHMENTS

1. Map



PROJECT END

RESUME

PROJECT BEGIN

RESUME

PALMER

PALMER AIRPORT

Matanuska Recreation & Educational Assoc.

TO WHOM IT MAY CONCERN: This is a copy of the presentation made to the Mat-Su Borough on Nov. 4, 1986, at their regular meeting regarding the Lazy Mountain Clark-Wolverine road.

My name is Jane Seeman, I am a board member of the Lazy Mountain Community Council. I am here tonight representing this council in regards to our Lazy Mountain Clark Wolverine Road. Our wish is to have the Lazy Mountain Clark-Wolverine Road re-constructed where needed, and black-topped. This would encompass some four miles of road from the existing black top, to the top of the Wolverine Canyon. The cost, of course, depends on what is found after construction starts.... what kind of a sub-base, what re-alignment may be necessary, what hills should be cut, etc. A ball park figure would probably be somewhere in the vicinity of two million dollars. This figure was obtained from Dean Rettig, of Maintenance and Operations in Anchorage. We will use the existing road so no easements will be required. It will be done under a "maintenance type contract" by the State Highway Department.

We have had many discussions with Mr. Rettig and he has given his approval for the go-ahead on hard surfacing this road if, of course, funding can be obtained from the legislature.

It is necessary, however, for you, too to recognize this road as top priority, and have it included in your top priority listing for road appropriations when it goes to Juneau.

Now, you are asking yourselves -- why does this particular road deserve any special consideration over other roads? That is why I am here tonight to tell you a little about this long neglected road.

Lazy Mountain Road is unique.... it is unique for a lot of reasons, and this fact is one that I hope you will remember:

1. It is at present time one of the oldest gravel roads left in the valley, and one of the very first. It will celebrate its 40th birthday this coming June. I know because I was one of the four families plus the Lazy Mt. Children's Home to be living up here when it was started in 1947.

2. It is unique because it is essentially the very same road that today services an area of some 940 people, as it was in 1947 when it serviced a mere handful of people. No wonder we have a problem. You can stick in your eye the amount of improvements and upgrading this road has had in 40 years... I tell you, its a crying shame!! Gravel dumped on the ground and spread around does not make for a long durable road.

3. When the road was started, the Road Commission simply followed an old existing cat trail, that wandered here and there through the trees, following the path of least resistance. No re-alignment was ever made on this road, except for the approach off the highway to the top of the bench. I couldn't begin to re-call the number of petitions I circulated and sent to Juneau asking.. pleading for improvements on this road. Sen. Kertulla worked with me many times, and in all fairness to him, he did, at different times, get money, many thousands of dollars for the upgrading of this road. The money was spent, wasted is a better word, time after time, for surveying and the rest used on other roads... not on this road for which the money was intended. It was put in what Anchorage called their "contingency fund", and used where they thought it should be used.

Continued... Lazy Mt.-Clark-Wolverine Road

Lazy Mt.-Clark Wolverine Road is, and always has been a difficult maintenance problem, and the tremendous amount of traffic on it every day only makes a difficult problem worse. It has severe drainage problems, a poor base on various sections, frost boils, and since the road is a continual upgrade all the way from the highway to the end of the road, it presents a bad "corduroy" and "chuck-hole" problem. Constant maintenance- expensive maintenance- all can be eliminated with a good black-top road... it is the only solution with the amount of traffic on the road. In the winter grading is impossible, due to the frozen ground, and then we really do have problems. The pot-holes and corduroy simply remain to be driven on until spring thaw commences.

Dean Rettig has given his word that he will recommend to you that this road deserves top priority when it comes to selecting roads in the Borough for funding. To us it means a great deal that he feels this way, and we hope it means something to you too, and will be a plus on our side when the priority list is made up.

Dean knows all too well what the residents of Lazy Mt. have gone through all these years-- how we have been pushed aside while other roads were black-topped... the Butte, Palmer, Wasilla, Willow, Talkeetna, and even "boonie" roads like the Shrock-Pittman--- as you well know, some of these roads have very few residents living on them, very little traffic, nevertheless they got their roads.

Well, now it is our turn... ask yourself when you decide on your priority lists:

1. Has any group or individual waited in line for 40 long years to have their road improved or black-topped?
2. Do they have as many residents living on or off as this road? (942)
3. Do they have four school busses (two shifts) running back and forth each day, plus a handicapped bus? (ten trips up and down each day.)
4. Do they have large farms that haul produce out year round, and have customers buying produce coming in and out seven days a week?
5. Do they have a lake at the end of the road that draws countless campers who do their share in tearing up the road?
6. Ask them how many cars and trucks they have ruined because of the roughness of the road... we can't count all of ours!

If people complain because the Lazy Mt. Road gets a higher priority than theirs, tell the... pay their dues, wait their turn, that you know some folks on Lazy Mt. that have waited forty years, and you think that is long enough. Maybe waiting isn't a criteria for you in selecting what roads get funded, but I'll tell you, it should be!!

Continued Lazy Mountain Clark-Wolverine Road

These are ball-park figures from Dean Rettig, Director of Maintenance and Operations in Anchorage:

- 1. Existing road... re-construction type, approximately 1.4 miles... depending on what work has to be done... \$650,000 to \$900,000.*
- 2. Next approx. 2.6 miles from corner of Wolverine Road to Wolverine Canyon. Maintenance Type Contract. There is perhaps one mile that has a good base which might be able to be paved for \$100,000 to \$150,000 per mile, however, this is a very low estimate.*
- 3. The other 1.6 miles (of the 2.6 miles) is a different story, and will involve re-construction. Many problems could arise on this section and it may run as much as \$1,250,000. There is one hill that should be re-aligned and two others that may have to be worked on plus many places with poor sub-base and drainage problems.*

DECEMBER 6, 1988

MEMBERS OF THE ASSEMBLY OF THE LAZY MT BOROUGH

THE ATTACHED LIST REPRESENTS SOME OF THE BUSINESSES AND SERVICES WHICH ARE LOCATED ON CLARK WOLVERINE ROAD. THIS LIST IS BY NO MEANS EXHAUSTIVE OR COMPLETE BUT WILL WE BELIEVE SHOW YOU THAT THE ECONOMIC IMPACT OF THIS ROAD SYSTEM IS SIGNIFICANT.

IT SHOULD ALSO BE POINTED OUT THAT WHILE MOST OF THE REST OF THE VALLEY'S AGRICULTURAL PRODUCTION HAS BEEN DECREASING DUE TO ENCRDACHING SUBDIVISIONS, THE AGRICULTURAL ACREAGE AND PRODUCTION ON CLARK WOLVERINE ROAD HAS STEADILY INCREASED. THE PRESENT ACREAGE OF CLEARED GROUND IN PRODUCTION IS IN EXCESS OF 900 ACRES. THIS TRANSLATES INTO 2125 TONS OF HAY, OVER 100 TONS OF VEGETABLES, AND OVER 100 HEAD OF BEEF AND MEAT ANIMALS. WE COUNT AT LEAST 17 TRUCKS WHICH ARE 1 TON OR BIGGER WHICH ARE BASED ON CLARK WOLVERINE ROAD.

WE HAVE COME A LONG WAYS FROM THE DAYS OF THE MID FIFTIES WHEN WE USED TO TRAVEL THIS TRAIL ON OUR TRACTORS (AND WOULD SOMETIMES EVEN THEN GET STUCK). WE FEEL THAT GIVEN THE DEVELOPMENT IN THIS AREA AND THE POTENTIAL FOR THE FUTURE THAT WE HAVE STILL GOT A LONG WAYS TO GO IN ROAD SERVICE IMPROVEMENTS. WE APPEAL TO YOU TO GIVE US THE HIGHEST PRIORITY POSSIBLE.

RESPECTFULLY SUBMITTED



LARRY DEWITT
CHAIRMAN OF THE ROAD COMMITTEE
LAZY MT. COMMUNITY COUNCIL

NORD'S PRINTING
BUSHES BUNCHES- U PICK VEGETABLES AND GREENHOUSE
SUNSHINE GARDENS- GREENHOUSE AND HONEY
THE MUD SHACK
JESSE JAMES SNOMACHINE PARTS
MOAKS HOME STUDIO- PAINTING. MUSIC LESSONS ,
AI CESSPOOL
ARCTIC BIBLE INSTITUTE CORRESPONDENCE AND EXTENSION SCHOOLLING
AUDIO AND VIDEO SERVICES
SPECIALIZED WOODWORKS
BEAGLE DOG BREEDING AND BOARDING
RAY'S TRUCKING AND HAY
KEN'S MACHINE SHOP
NANCY'S MUSIC LESSONS
BRIAN'S TRUCKING
WOLVERINE FARM- VEGETABLES, GRAIN, BEEF, GOATS. SHEEP. HAY,
LITTLE PITCHFORK FARM - BEEF, HAY
NASH'S FARM HAY, GRAIN
LANCE SMITH SAWMILL
GARY HERR SAWMILL, MILK AND EGGS, BERRIES
SUNDERLANDS RANCH- SHEEP, LAMBS, HAY, TRAIL RIDES.
BADGER FARM- HAY *Penwood Farm*
HARTMAN FARM- HAY
KNUTSON'S FARM- HAY
TWO SHACKLEY DEALERS
1 AMWAY DEALER
1 CONKLIN DEALER
FYK HANGAR- AIRCRAFT MECHNIC, HAY
MOUNTAIN WOODCRAFTERS- COMMERCIAL. CUSTOM CABINETS
TWO FOETER HOMES
FOUR GRAVEL PITS
THREE AIR STRIPS
PROFESSIONAL GUIDING AND OUTFITTING SEASONABLY UP WOLVERINE
CANYON
SPORT FISHING- WOLVERINE LAKE AND CREEK. AND UNNAMED LAKE
REPLE ENTERPRISES
KLUNDER PHOTOGRAPHY
SUSIE'S HORSE BOARDING
RUSS THUNDER ENTERPRISES- DOG BREEDING. SNOWPLOWING
DOWNEY WATER WELL DRILLING
CHARLEY ACRES NEWFOUNDLAND DOG BREEDING. SNOWPLOWING
WOOLWOOD STUDIOS AND FARM DESIGN AND CONSTRUCTION
TENNER ENGINEERING
ELEVEN SUBDIVISIONS WITH 34 BOROUGH MAINTAINED SIDEROADS PLUS 6
OTHER SIDEROADS WHICH ARE NOT IN SUBDIVISIONS
PERRIS PETERSON FIREWOOD LOGS AND POSTS
LINDA FLETTNER'S TENDER LOVING CARE DOG KENNELS
SCHOOL DISTRICT SENDS 2 BUSES TWICE A DAY UP CLARK WOLVERINE ROAD
TO PICK UP 90 CHILDREN
SEVEN FAMILIES COMMUTE DAILY TO PRIVATE SCHOOLS

Wolverine Farm

LARRY DEVILBISS

April 10, 1989

Re: Clark Wolverine Road

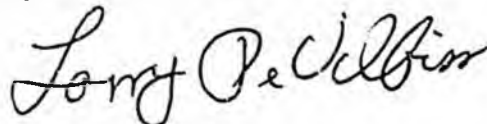
We have lived on Clark Wolverine Road since before Alaska was a State. We have seen the state come into existence and blossom and grow. We have watched the subdivisions spring up in the Mat-Su borough and have seen lesser roads get paved all over the valley and suddenly we wake up to find ourselves on one of the oldest gravel roads in the state (and one of the most populated and traveled I might add).

For over 30 years we have produced a steady supply of farm products and transported them over this road. This has been at great expense and constant maintenance to our trucks. On two occasions our trucks have tipped over on the mile three curves. It is because of the lack of right-of-way on this stretch of road that Clark Wolverine road can't be up graded. It is also on this stretch of road that the worst frost boils appear every spring. On numerous occasions our trucks get stuck in the middle of the road! We are unable to transport the tons of fertilizer required for farming at the time most farmers do because of a 50% load limitation. The upgrade of Clark Wolverine road would increase the usefulness of the road greatly at this time of year.

We also have a lot of u-pick business in the summer. You would be amazed at the number of customers who make one trip over the road and say, "Never again!". Others who already know the fame of the road don't even attempt it.

We have lived patiently with this situation for years but I fear that we have been too patient too long. It is time to move Clark Wolverine Road into the twentieth century. It is time to give the many farms and businesses on this road the boost that only a good road can give.

Sincerely Submitted,



Larry DeVilbiss

date Feb 12th

From: Lazy Mountain Community Council
SRD Box 9302
Palmer, Alaska 99645

To: Senator Jay Kerrettula
Pouch V
State Capitol
Juneau, Alaska 99811

This letter went to

Kerrettula

Carson

1/12

L. Kerrett

Ted Trenchard for chief of Rd. Maint.

Menard

Subject: Clark-Wolverine Road
Project Designation #53965
Project Design #PF 3R10410

Dear Person,

This letter is written to inform you that by writ of resolution unanimously passed January 14, 1988 the Lazy Mountain Community Council intends to formally pursue the completion of the Clark-Wolverine road project designation #53965 found in Section 26, Township 19N, Range 2E, Seward Meridian, Palmer Recording District.

At this date, Clark-Wolverine road is one of the oldest gravel roads in the Mat-Su Valley, 41 years old this June. The section of the road scheduled to be replaced by project design # PF 3R10410 follows the original cat trail put in to the old childrens home at the top of Clark road. It still winds around the same old overgrown trees it did in 1947. The road is wider today, but essentially that is the result of a series of upgrades over old corduroy sink holes and dangerous curves. But the roadbed does not hold up the the traffic it is subjected to in these more modern times.

Today over 900 people live on lands serviced by this road. There are four school busses (two shifts) running back and forth over areas hailed as very dangerous by the drivers on public record. There are a number of large farms that haul produce and cattle out year round and have customers coming in and out seven days a week. Each year more and more traffic local and tourist alike uses this road to access the beautiful lake and recreation system at the end of the road.

We realize that the state's budget has been severely constrained as of late, but our road is getting bad. What little upgrade that is spent on the section of road addressed by PF 3R10410 is simply swallowed up by the poor soil structure of the existing route. And noone wants to spend more knowing that the road must be rerouted. Most of the section addressed is layed over private property wherein the easments are indeed in contention. Even so, representatives from the DOT Carl Sibe and Roger Maggard and others have shown the reroute to be signifacantly cheaper and longlasting than any attempt to fix up the old cat trail route.

In 1986 the DOT finished the engineering plans for this project funded by an \$136,000.00 grant of which \$50,000.00 remains and was placed under recommendation by Carl Siebe in MSB coffers to be spent on property aquisition for the project. Most of the route has designated easment and only one parcel needs to be aquired and would certainly cost less than the remaining \$50,000.00. At this time, then, the project has some funding designated, has the engineering proposal completed and ready to bid, and has been voted as the number one priority issue facing the residents of this area at several public meetings.

At this time the project is ready to go. That is the long and short of it. As of today, we need your help to provide for the safe passage and transactions of our residents. We ask you to lend us your support and resources to develop the funding DOT estimates at around \$700,000.00 necessary to go ahead with this project. Please open a dialogue with our office as soon as you are able. We look forward to hearing from you.

Sincerely,

Lazy Mountain Community

Council.

~~BY AIR MAIL TO GOVERNOR~~
STEVE COWPER
GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION - DIVISION OF MAINTENANCE & OPERATIONS

P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(TELEX 25-185)

December 16, 1986

RECEIVED

DEC 18 1986

PLANNING
DEPARTMENT

Mr. Bob Robes
Director, Development Services
Mat-Su Borough
Box B
Palmer, Alaska 99645

Attn: John Stein
Public Participation Coordinator

Dear John:

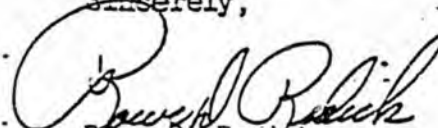
Per our telephone conversation on December 3, 1986 concerning your priority listing of road projects for funding from the legislature, I am confirming Maintenance & Operations support for Clark-Wolverine Road.

The average daily traffic (ADT) has more than doubled in the past 5 years. This road from the Huntley Road Junction to the Clark Road Junction had an ADT of 845 in 1985. North of Clark Road had an ADT of 500 in 1985.

The road is narrow and much of the surface consists of cobbles with very few fines. With the increase in traffic it is difficult and therefore expensive to maintain.

I realize funding will be quite scarce for new projects and your needs will most certainly exceed funds available. However, any consideration given to this route will be supported.

Sincerely,


Rowe D. Redick
Director
Central Region M & C

Persistence pays off, but not a lot for Lazy Mountain folks

By BRIAN O'DONOGHUE

Frontierman staff
MAT-SU—Don't try to tell the folks on Clark-Wolverine Road about patience. Don't try and tell them about the formulas the state uses to assign priority to road projects. Forty years of bouncing down the old gravel road has taught the residents of Lazy Mountain plenty about those sore subjects.

"It stinks, the whole system stinks as far as I'm concerned," said Jane Seemann, a resident who's been championing the fight for pavement the better part of several decades.

"The money we got for this road in the past has been like pouring in a rat hole," she said. "They've used it for other projects, they've used it on research, surveying—everything and anything but fixing the road."

More than 900 people live in the area linked by the winding, unpaved road up Lazy Mountain. Over the years, Seemann claims she could have "papered the house" with all the petitions gathered in favor of paving the road.

"They use the excuse there isn't any money," Seemann said. "I don't give a damn who it is in this Valley that needs a road—they haven't been waiting 40 years for cryin' out loud? How many roads have they black topped with two or three houses. No matter what kind of argument they use, it doesn't go over with me."

At least three times, Sen. Jay Kertula has introduced legislation funding major improvements to the road. But the bills died in Gov. Jay Hammond's office, he said, or the money dissipated at the hands of planners and policy makers in the state's Department of Transportation and Public Facilities.

"Sometimes DOT thinks it's a four-year process of government," commented Kertula.

A year ago, Kertula attempted to heighten DOT/PF's interest in Lazy Mountain's festering complaint with a Senate resolution. "Whereas the alignment of the road has not changed since it was

constructed from a Cat trail in the late 1940s, and whereas the potholes, frost boils, ruts and glaciation during the winter make the road dangerous...directs the governor to instruct DOT to assign high priority to fixing Clark-Wolverine Road. The resolution remains buried in committee.

In January, the senator's office released a list of projects Valley legislators hoped to include in the new jobs bill. Clark-Wolverine was slated for a \$500,000 over haul. Subsequently, the list was revised, the project is now budgeted at \$50,000.

"I'm trying both ends," Kertula explained. "These funds are no discretionary. They're in lieu of DOT ever making a decision. It's time. It's overdue. The population is there, so I'm trying to call attention to the problem both through modest funding and through the resolution."

An appropriation of \$187,000 did come down through the pipeline to redesign the road with a new alignment. With the cost of the whole project ranging from \$900,000 to \$2.5 million, residents of the area were skeptical the full funding would ever come through. Anxious to avoid further delays, the Lazy Mountain Community Council passed a resolution calling for the money to be used immediately to pave the existing road "as is, where is." This fall, council president Steve Van Troba wrote DOT/PF to ask what happened to the money. He was startled to discover engineers had just finished blueprints for reconstruction of the road along the new alignment.

"There's \$50,000 left in a fund, but that's not near enough to do anything," Van Troba said.

Existence of the blueprints has reopened the discussion within the council of rebuilding the road along a new alignment, but the big picture hasn't changed, Seemann said.

"Maybe it will be straight," she said. "What's the difference? It's still a gravel road. I want to see the thing black topped. If it isn't black topped, I don't give a damn."

STATE ROAD SYSTEM PRIORITY RATING SUMMARY
FY90 CIP

PROJECT	TRAFFIC		PRE- CONSTRUCTION	STATUTORY RESPONSE	PLANNING INPUT	ECONOMIC IMPROVEMENT	EXISTING	EMERGENCY SERVICES	SCHOOL	TOTAL	RANKING	PAGE	PRIORITY
	VOLUME	SAFETY					ROAD CONDITION		BUS SERVICES				RATING
Hatcher Pass Rd. Upgrade - Willow Fishhook	10	20	10	10	50	10	10	3	3	126	7	1	01
Glenn Hwy. (Wishbone Hill) - Palmer Moose Ck. (Archie Rd.)	50	50	5	10	50	10	0	2	0	185	5	3	02
Clark Wolverine Rd. (Diara Ave.)	30	28	15	5	25	5	10	0	3	121	8	5	03
Wyer Road Upgrade	50	72	10	10	50	5	10	2	3	212	2	7	04
Engstrom Road (Fishhook Connector)	16	29	10	5	10	2	10	0	0	62	15	24	05
Hatcher Pass Mile 17-27	25	33	10	10	50	10	10	7	0	165	6	26	06
Wasilla Fishhook Straightening (Design & R/W)	20	18	0	10	50	5	0	8	0	111	10	28	07
Pittman Rd., Phase II	20	20	5	5	25	5	5	6	3	102	11	30	08
Church Road Upgrade - Parks to Pittman	20	28	5	5	25	5	5	5	3	101	12	32	09
Church Road Upgrade Phase I	10	16	0	5	25	10	10	6	3	71	13	34	10
Pave Knik River Rd.	0	10	0	5	30	5	5	2	3	50	14	36	11
Turn Lane & Rest Area - Parks Hwy. at Willow	10	100	10	10	50	5	0	5	0	190	4	38	12
Fairview Loop to Fern	20	16	5	5	30	5	10	6	8	116	9	40	13
Long Lake Rd. Upgrade	50	137	10	5	30	2	10	2	3	249	1	42	14
Archie Road Intersection	25	100	0	10	50	10	0	3	0	198	3	44	Same as 12

MATANUSKA-SUSITNA BOROUGH
CAPITAL PROJECT NOMINATIONS FY90

PROJECT TITLE: (Diana Avenue) Clark Wolverine Road - State Road

PROJECT DESCRIPTION: Improve existing avenue and extend to Lazy Mountain Road.

JUSTIFICATION: Project will replace existing access which is much longer and winding.
This will lower maintenance cost and improve traffic flow and decrease traffic time.

ANTICIPATED COSTS:

		Percentage
Engineering/Administration	\$ <u>80,000</u>	_____
Land	\$ <u>50,000</u>	_____
Material	\$ <u>670,000</u>	_____
TOTAL	\$ <u>800,000</u>	_____
MSB Funded	\$ _____	_____
State Funded	\$ _____	_____
Special Assessments	\$ _____	_____
Other	\$ _____	_____

ANTICIPATED SCHEDULE:

	<u>Beginning Date</u>	<u>Completion Date</u>
Planning	_____	_____
Design	_____	_____
Construction	_____	_____

ANTICIPATED ANNUAL MAINTENANCE & OPERATION COSTS:

To Be Paid By: _____
Expected Life of Project: _____ Years

PROJECT NOMINATED BY: _____ DATE: _____

STATE OF ALASKA
STATE OF ALASKA

STEVE COWPER, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION
4111 AVIATION AVENUE
PO BOX 196900
ANCHORAGE, ALASKA 99519 6900
TELEX 25185

March 22, 1989

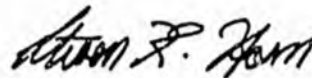
RE: Clark/Wolverine
Accidents

Kathleen Hashmore
HC04 Box 9248D
Palmer, Alaska 99645

Dear Ms. Hashmore:

Per your request I am attaching a printout of accidents on the subject route for the years 1983-1987 and a partial year 1988. If you have any questions please contact me at 266-1525.

Sincerely,



Steven R. Horn, P.E.
Traffic & Safety Engineer
Central Region

RM/bt

Attachment

Accidents

Clark/Liberman Road

MP 1.00 to MP 3.00

ENTER SELECTION VALUES -OR- OPTION.
NO MORE THAN ONE KIND OF PLACE ALLOWED.

DATE YYMMDD THRU YYMMDD
> 830101 (---) 871231 (---)
> (---) (---)
> (---) (---)

TIME HHMM THRU HHMM
> (---) (---) (---) (---)
> (---) (---) (---) (---)

DAY (BLANK ANY NOT WANTED)
> MO TU WE TH FR SA SU (

FATAL (X) > ()
MAJOR INJURY (X) > ()
MINOR INJURY (X) > ()
TOT PRP DMG OVER (\$) > ()
OPTION (R - RESET VALUES: M - MAIN MENU: H - HELP L - LEAVE) > (

GENERALIZED ACCIDENT INQUIRY

ROUTE MIPT THRU MIPT
> 135075 () > 00100 (---) 00300 ()
> () () (---) ()
> () () (---) ()
INTER-SECTION NNSS EEWB DIST
CITY > () > () > ()
REGION > () > () > ()
INTERSECTION RELATED (X) > ()
ACCIDENT TYPE > (THRU) > ()
> (---) > (---)
CONTRIBUTING FACTOR > (THRU) > ()
> (---) > (---)

ENTER SELECTION VALUES -OR- OPTION.
NO MORE THAN ONE KIND OF PLACE ALLOWED.

DATE YYMMDD THRU YYMMDD
> 830101 (---) 871231 (---)
> (---) (---)
> (---) (---)

TIME HHMM THRU HHMM
> (---) (---) (---) (---)
> (---) (---) (---) (---)

DAY (BLANK ANY NOT WANTED)
> MO TU WE TH FR SA SU (

FATAL (X) > ()
MAJOR INJURY (X) > ()
MINOR INJURY (X) > ()
TOT PRP DMG OVER (\$) > ()
OPTION: (R - RESET VALUES: M - MAIN MENU: H - HELP L - LEAVE) > (

GENERALIZED ACCIDENT INQUIRY

ROUTE MIPT THRU MIPT
> 136075 () > 00100 (---) 00300 ()
> () () (---) ()
> () () (---) ()
INTER-SECTION NNSS EEWB DIST
CITY > () > () > ()
REGION > () > () > ()
INTERSECTION RELATED (X) > ()
ACCIDENT TYPE > (THRU) > ()
> (---) > (---)
CONTRIBUTING FACTOR > (THRU) > ()
> (---) > (---)

ACCNBR	ACCDTE	TIME	ROUTE	MILE POINT	ACCD DIA	NBR VEH	TOT FAT	MAJ INJ	MIN INJ	DAMAGE	TYPE	ROAD CHAR	ROAD COND
8310076	830720	1450	136075	1.31	9	1			1	5 000	40	5	01
8310107	830722	2200	136075	1.19	9	2				700	50	5	02
8310377	830803	1315	136075	2.20	9	1				3.500	30	5	01
8611740	860831	1800	136075	2.00	9	1			1	1.500	40	5	01
8614739	851026	1830	136075	2.96	9	2				1.000	05	5	01
8618580	861231	1315	136075	1.31	9	2				5.000	08	1	05

RECORD STA 3 FOUND

6 READ

4 UNALIFIED

ENTER SELECTION VALUES -OR- OPTION

GENERALIZED ACCIDENT INQUIRY

TIME HHMM THRU HHMM
 > < < <
 > < < <
 > < < <
 DAY (BLANK ANY NOT WANTED)
 > MO TU WE TH FR SA SU <

INTER- > < < <
 SECTION NNSS EEW DIST <
 CITY > < BORO > <
 REGION > < < <
 INTERSECTION RELATED (X) > <

FATAL (X) > <
 MAJOR INJURY (X) > <
 MINOR INJURY (X) > <
 TOT PRP DMG OVER (#) >
 OPTION (R - RESET VALUES: M - MAIN MENU: H - HELP L - LEAVE) > <

ACCIDENT > < THRU > <
 TYPE > < < <
 CONTRIBUTING > < < <
 FACTOR > < THRU > <
 > < < <

ACCHR	ACCDTE	TIME	ROUTE	MILE	ACC	NBR	TOT	MAJ	MIN	DAMAGE	TYPE	ROAD	ROAD
YYMMDD				POINT	DIA	VEH	FAT	INJ	INJ			CHAR	COND

8809144	880806	1420	136075	1.59	7	2				5.500	08	5	01
---------	--------	------	--------	------	---	---	--	--	--	-------	----	---	----

RECORD STATS: 1 FOUND: 1 READ: 1 QUALIFIED.

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
GENERAL ROADLOG

TWFM12

ROUTE 136075
NAME CLARK/WOLVERINE
RURAL MINOR COLLECTOR

EFFECTIVE DATE 890322

MILEPOINT	FEATURE	PAVED	SIDE OF ROAD	FILE TYPE	CODE
	OLD GLENN AT PALMER		RIGHT	RD	
	--MILE 16.120 OF 136000				
	OLD GLENN AT PALMER		LEFT	RD	
	--MILE 16.120 OF 136000				
	LANE SURFACE: TYPE I			LN	I
	STARTING 2 LANE ROAD			LN	I
	STARTING 12 FEET LANES			LN	I
	SHOULDER SURFACE: TYPE E		LEFT	LN	E
	STARTING 2 FOOT SHOULDER		LEFT	LN	E
	SHOULDER SURFACE: TYPE E		RIGHT	LN	E

PF1 - REPORTS
PF5 - RESTART AT A NEW MILEPOINT

PF2 - HELP
PF3 - QUIT

PF4 - ROADLOG MENU
PF10 - NEXT

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
GENERAL ROADLOG

TWFM12

ROUTE 136075
NAME CLARK/WOLVERINE
RURAL MINOR COLLECTOR

EFFECTIVE DATE 890322

MILEPOINT	FEATURE	PAVED	SIDE OF ROAD	FILE TYPE	CODE
	STARTING 2 FOOT SHOULDER		RIGHT	LN	1
	MEDIAN TYPE: NONE		RIGHT	LN	2
0.310	BUSHES BUNCHES GREENHOUSE		LEFT	PT	2 5110
0.330	CHUGACH STREET		RIGHT	PT	4 1
0.540	SHAWN DR		LEFT	PT	4 1
0.740	HUNTLEY ROAD		AHEAD	RD	
	--MILE 0 OF 136075S1				
0.740	SHOULDER SURFACE: TYPE I		LEFT	LN	1 I
0.740	SHOULDER SURFACE: TYPE I		RIGHT	LN	1 I
0.990	MILEPOST 1		RIGHT	PT	2 0100

PF1 - REPORTS
PF5 - RESTART AT A NEW MILEPOINT

PF2 - HELP
PF3 - QUIT

PF4 - ROADLOG MENU
PF10 - NEXT

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
GENERAL ROADLOG

WFIM12

ROUTE 136075
NAME CLARK/WOLVERINE
RURAL MINOR COLLECTOR

EFFECTIVE DATE 890322

MILEPOINT	FEATURE	PAVED	SIDE OF ROAD	FILE TYPE	CODE
1.1	NARS AVENUE		RIGHT	PT	4 1
1.3	THOR DRIVE		RIGHT	PT	4 1
1.540	LAY MOUNTAIN ROAD		LEFT	PT	4 1

PF1 - REPORTS PF2 - HELP PF3 - QUIT PF4 - ROADLOG MENU
 PF5 - RESTART AT A NEW MILEPOINT PF10 - NEXT

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES TWFIM12
 GENERAL ROADLOG

ROUTE 136075 EFFECTIVE DATE 890322
 NAME CLARK/WOLVERINE
 RURAL MINOR COLLECTOR

UNPAVED
 SIDE OF ROAD

MILEPOINT	FEATURE	SIDE OF ROAD	FILE TYPE	CODE
1.590	BOUNDARY CHANGE		ND	
1.590	LANE SURFACE: TYPE E		LN	1
1.590	STARTING 9 FEET LANES		LN	1
1.590	SHOULDER SURFACE: NONE	LEFT	LN	1
1.590	STARTING 0 FOOT SHOULDER	LEFT	LN	1
1.590	SHOULDER SURFACE: NONE	RIGHT	LN	1
1.590	STARTING 0 FOOT SHOULDER	RIGHT	LN	1
1.930	MILEPOST 2	RIGHT	PT	2
2.940	CLARK ROAD	AHEAD	RD	

PF1 - REPORTS PF2 - HELP PF3 - QUIT PF4 - ROADLOG MENU
 PF5 - RESTART AT A NEW MILEPOINT PF10 - NEXT

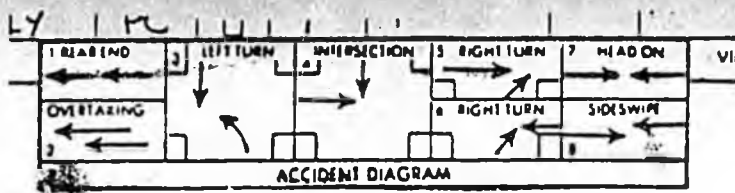
ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES TWFIM12
 GENERAL ROADLOG

ROUTE 136075 EFFECTIVE DATE 890322
 NAME CLARK/WOLVERINE
 RURAL MINOR COLLECTOR

UNPAVED
 SIDE OF ROAD

MILEPOINT	FEATURE	SIDE OF ROAD	FILE TYPE	CODE
2.960	STARTING 10 FEET LANES		LN	1
2.960	MILEPOST 3	RIGHT	PT	2
3.000	END OF ROUTE (OR SELECTION)			

PF1 - REPORTS PF2 - HELP PF3 - QUIT PF4 - ROADLOG MENU
 PF5 - RESTART AT A NEW MILEPOINT PF10 - NEXT



- INTERSECTION RELATED**
 1. At Intersection 2. Not At Intersection
- PEDESTRIAN ACTION**
1. Crossing With Signal
 2. Crossing Against Signal
 3. Crossing, No Signal, Marked Crosswalk
 4. Crossing, No Signal or Marked Crosswalk
 5. Walking Along With Traffic
 6. Walking Along Against Traffic
 7. Emerging in front of/behind parked vehicle
 8. Child Getting On/Off School Bus
 9. Getting On/Off Vehicle Other than School Bus
 10. Pushing/Working On Car
 11. Parking in Roadway
 12. Playing in Roadway
 13. Other Actions in Roadway
 14. Not in Roadway (Indicate)
 15. Alcohol Involvement

- TRAFFIC CONTROL**
1. None
 2. Traffic Signal
 3. Stop Sign
 4. Flashing Light
 5. Yield Sign
 6. Officer/Flagman/Guard
 7. No Passing Zone
 8. RR Crossing Sign
 9. RR Crossing Flashing Light
 10. RR Crossing Gates
 20. Other

- LAND USAGE OF ACCIDENT LOCALITY**
1. School/Playground
 2. One/Two Family Residential
 3. Apartment Residential
 4. Business/Shopping
 5. Industrial/Manufacturing
 6. Agricultural/Undeveloped
 7. Recreational/Park/Camping

- ROADWAY CHARACTER**
1. Straight and Level
 2. Straight and Grade
 3. Straight and Hillcrest
 4. Curve and Level
 5. Curve and Grade
 6. Curve at Hillcrest

- ROADWAY SURFACE CONDITION**
1. Dry
 2. Wet
 3. Muddy
 4. Snow/Ice
 5. Slush
 10. Other

- LIGHT**
1. Daylight
 2. Twilight
 3. Dark, Streetlight
 4. Dark
 5. Rain
 4. Snow
 5. Sleet/Hail
 6. Freezing Rain
 6. Fog/Smog/Smoke/Ice Fog
 10. Other
- WEATHER**
1. Clear
 2. Cloudy

SIGNED TEMPERATURE INDICATION (°F)

WHICH VEHICLE OCCUPIED

Enter Vehicle No. B Bicyclist P Pedestrian

1, 99 or B, P, O O Other

POSITION IN/ON VEHICLE

1. Driver
- 2, 7. Passengers
8. Riding/Hanging On Outside

SAFETY EQUIPMENT USED

1. No Restraint Used
2. No Restraint Available
3. Lap Belt
4. Harness
5. Lap Belt and Harness
6. Child Restraint
7. Motorcycle Helmet
10. Other

EJECTION FROM VEHICLE

1. Not Ejected
2. Partially Ejected
3. Ejected

Birth Date Sex

- APPARENT CONTRIBUTING FACTORS**
1. None
- HUMAN**
2. Alcohol-Test Given
 3. Alcu -No Test Given
 4. Alcohol Suspected, Not Proven
 5. Backing Unsafely
 6. Driver Inattention (Indicate)
 7. Driver Inexperience (Indicate)
 8. Drugs (Illegal)
 9. Failure to Yield
 10. Fall Asleep
 11. Following too Closely
 12. Illness
 13. Lost Consciousness
 14. Passenger Distraction
 15. Passing or Lane Usage Improper
 16. Pedestrian Error/ Confusion
 17. Physical Disability
 18. Prescription Medication
 19. Traffic Control Device Disregarded
 20. Turning Improperly
 21. Unsafe Speed
 22. Other
- VEHICULAR**
41. Accelerator Defective
 42. Brakes Defective
 43. Headlights Defective
 44. Other Lighting Defects
 45. Oversized Vehicle
 46. Steering Failure
 47. Tire Failure/Inadequate
 48. Tow Hitch Defective
 49. Windshield Inadequate
 50. Other
- ENVIRONMENTAL**
61. Animal's Action
 62. Glare
 63. View Obstructed/Limited
 64. Other
- ROADWAY**
71. Lane Marking Improper/ Inadequate
 72. Construction Debris
 73. Pavement Deteriorated
 74. Pavement Slippery
 75. Shoulder
 76. Signs Missing/Inoperative
 77. Traffic Signal Inoperative
 80. Other

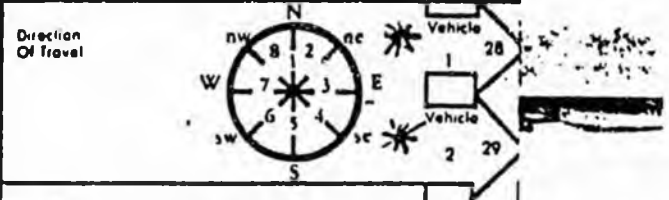
Vehicle	22
Vehicle	23
Vehicle	24
Vehicle	25
Driver	26
Alcohol-Test Result	
Driver	27
Alcohol Test Result	

STATE OF ALASKA
Police Accident Report
 12-208 Revised 1/76

EXPLAIN IN ACCIDENT DESCRIPTION

IF A QUESTION DOES NOT APPLY, ENTER A DASH (-)

IF AN ANSWER IS UNKNOWN, ENTER AN 'X'



- PRE-ACCIDENT VEHICLE ACTION**
1. Going Straight Ahead
 2. Making Right Turn
 3. Making Left Turn
 4. Making U-Turn
 5. Starting from Parking
 6. Starting in Traffic
 7. Slowing or Stopping
 8. Stopped in Traffic
 9. Entering Parked Position
 10. Parked
 11. Avoiding Object in Roadway
 12. Changing Lanes
 13. Overtaking
 14. Merging
 15. Backing
 16. Striding
 17. Out of Control
 20. Other

LOCATION OF FIRST EVENT

1. On Roadway
2. Off Roadway

- TYPE OF ACCIDENT**
- Collision With:**
1. Pedestrian
 2. Pedestrian
 3. Train
 4. Animal
 5. Moose
- Fixed Object:**
13. Bridge/Overpass
 14. Building
 15. Culvert
 16. Curb/Wall
 17. Ditch
 18. Divider
 19. Parking Meter
 20. Traffic Light
 21. Light Support
 22. Sign Post
 23. Utility Post
 24. Other Support
 25. Embankment
 26. Fence
 27. Guard Rail
 28. Machinery
 29. Tree/Shrub
 30. Other Object
 31. Av crash
- MV in Transport:**
6. Head On
 7. Rear End
 8. Angle
- MV in Other Roadway:**
9. Head On
 10. Rear End
 11. Angle
- Parked MV:**
13. Parked
- Non-Collision:**
40. Overturn
 41. Fire/Explosion
 42. Immersion
 43. Gas Inhalation
 50. Other

Victim's Physical And Emotional Status

1. Apparent Death
2. Unconscious
3. Semi-conscious
4. Incoherent
5. Shock
6. Conscious

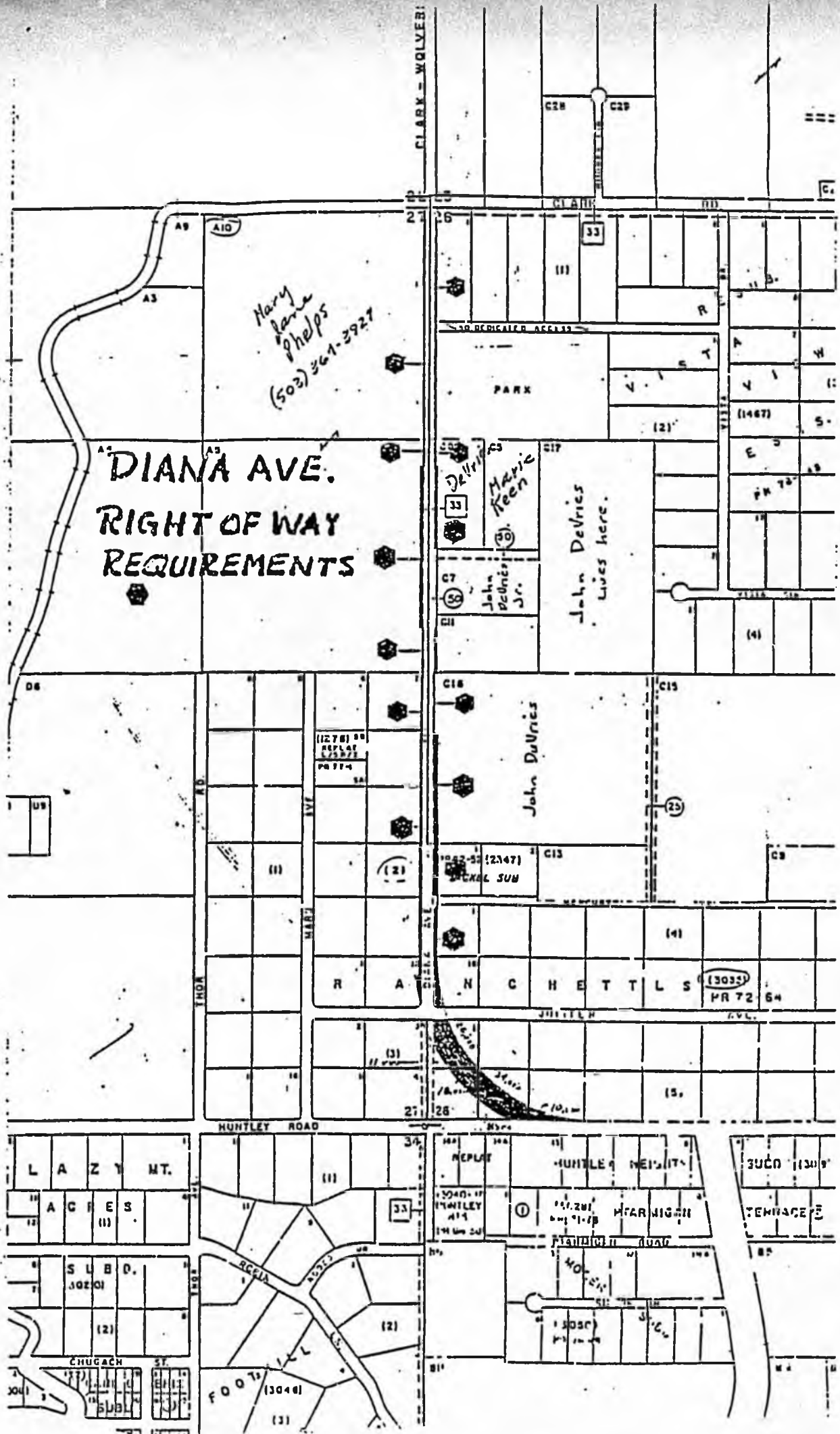
Injured Taken To

1. Hospital
2. Clinic
3. Residence
4. Mortuary
5. Other
6. Unknown

Injured Taken By

1. Surface Ambulance
2. Air Ambulance
3. Police (Reg Veh)
4. Private Vehicle
5. Airplane
6. Helicopter
7. Other
8. Unknown

Telephone



**DIANA AVE.
RIGHT OF WAY
REQUIREMENTS**

*Mary Lane Phelps
(502) 361-3927*

*John DeVries
Lives here.*

Mavis Keen

John DeVries Jr.

John DeVries

LAZY MT.
ACRES
SLBD.
CHUGACH ST.

HUNTLEY ROAD
FOOT

REPLAT
HUNTLEY NEIGHB.
HARVISON
WOLVER

3000 (1309)
TEMPAGE

CLARK - WOLVER

C28 C29

CLARK

PARK

John DeVries
Lives here.

(1278) 00
REPLAT
25372
PR 77-4

(2347)
SUN

(3035)
PR 72 64

N C H E T T L S

CHUGACH ST.

FOOT

WOLVER

TEMPAGE

Alaska State Legislature



J. Ronald L. Larson
CO-CHAIRMAN
(907) 465-3727

Rep. Lyman Hoffman
CO-CHAIRMAN
(907) 465-3708

INTERIM ADDRESS
P.O. Box 53
Palmer, Alaska 99645
(907) 745-3826

INTERIM ADDRESS
P.O. Box 886
Bethel, Alaska 99559
(907) 543-3541

House of Representatives

Committee on Finance
P.O. Box V
Juneau, Alaska 99811

March 15, 1989

Lazy Mtn. Community Council
David J. Vidmar, President
HC04, Box 9103-Z
Palmer, Alaska 99645

Dear David,

Thank you for your letter in regard to your situation with the Clark-Wolverine Road. I appreciate hearing your concerns, and would like to take this opportunity to respond.

At this time, the Department of Transportation agency request is the main bill in the legislature providing highway and road appropriations. In short, there is not a capital projects appropriations bill yet. However, I would like to assure you that if a capital projects bill is introduced, the upgrade of Clark-Wolverine Road will certainly be one of my highest priorities. In fact, my staff is currently assembling a list of all capital projects requests for District 16 (Mat-Su Borough), and I would be glad to share a copy of this list with you when it is complete.

To the extent of asking the Department of Transportation to give the Clark-Wolverine Road a high priority, I have sponsored House Concurrent Resolution 8. A copy of HCR 8 is enclosed for your review.

Again, I would like to thank the Lazy Mountain Community Council for sharing their concern for Clark-Wolverine Road with me. I look forward to working together with all of you in the future. Please feel free to keep in touch with any questions or comments you might have.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Larson".

Ronald L. Larson

enclosure

1 IN THE HOUSE

BY LARSON AND MENARD

2

HOUSE CONCURRENT RESOLUTION NO. 8

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

Relating to the reconstruction and

6

realignment of the Lazy Mountain/

7

Wolverine Road in the Matanuska-Susitna

8

Borough.

9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 WHEREAS the Lazy Mountain/Wolverine Road in the Matanuska-Susitna
11 Borough is one of the oldest gravel roads in the borough; and

12 WHEREAS the alignment of the road has not changed since it was con-
13 structed from a cat trail in the late 1940's; and

14 WHEREAS the potholes, frost boils, ruts, and glaciation during the
15 winter make the road dangerous to persons who use the road; and

16 WHEREAS the road serves over 900 residents who live adjacent to the
17 road and provides access to several farms; and

18 WHEREAS the road serves as a school bus route four times each day;

19 BE IT RESOLVED that the Alaska State Legislature respectfully requests
20 the Governor to direct the Department of Transportation and Public Facil-
21 ities to assign a high priority to the reconstruction and realignment of
22 the Lazy Mountain/Wolverine Road in the Matanuska-Susitna Borough.

Offered: 4/20/88
Referred: Rules

Message 15-1964B

*all Department
Kissel*

Original sponsors: Faiks, Szymanski,
Sturgulewski and Uehling

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 432 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making appropriations for the operating
7 expenses of state government; and providing for an
8 effective date."

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

10 * Section 1. Included within the general fund amounts appropriated in
11 this Act, the following amounts are from the unreserved special accounts in
12 the general fund:

13 Highway Fuel Tax Account \$22,550,000

14 Aviation Fuel Tax Account 5,950,000

15 * Sec. 2. Federal or other program receipts that exceed the amounts
16 appropriated in this Act are appropriated conditioned upon compliance with
17 the program review provisions of AS 37.07.080(h).

18 * Sec. 3. If federal or other program receipts exceed the estimates
19 appropriated by this Act, the appropriation from state funds for the af-
20 fected program may be reduced by the amount of the excess if the reductions
21 are consistent with applicable federal statutes.

22 * Sec. 4. Except as provided in sec. 5 of this Act, if federal or other
23 program receipts fall short of the estimates appropriated by this Act, the
24 affected appropriation is reduced by the amount of the shortfall in re-
25 ceipts.

26 * Sec. 5. If the federal receipts under Title XX of the Social Security
27 Act (42 U.S.C. 1397 - 1397f) fall short of the estimate appropriated by
28 this Act, the amount of the shortfall is appropriated from the general
29 fund.

29
S

SB0432b

-1-

CSSB 432(Fin)

		1	
1 DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES (CONT.)		1	
2		2	
3		3	
4 THE BIRD/INDIAN AREA AND MEET WITH THE COMMUNITIES		4	
5 INVOLVED TO ADDRESS LOCAL CONCERNS.		5	
6 IT IS THE INTENT OF THE LEGISLATURE THAT THE DEPARTMENT		6	
7 PROVIDE THE EMERGENCY TRAFFIC CONTROL PROGRAM DURING THE		7	
8 OPERATION OF THE ALASKA STATE FAIR IN PALMER.		8	
9 <u>IT IS THE INTENT OF THE LEGISLATURE THAT THE DEPARTMENT</u>		9	
10 <u>INCREASE THE LEVEL OF MAINTENANCE FOR CLARK-WOLVERINE</u>		10	
11 <u>ROAD AND THAT RECONSTRUCTION OF THE ROAD BE GIVEN HIGHER</u>		11	
12 <u>PRIORITY AND INCLUDED IN THE DEPARTMENT'S SIX YEAR PLAN.</u>		12	
13 IT IS THE INTENT OF THE LEGISLATURE THAT THE DEPARTMENT		13	
14 SHALL PROVIDE DESIGN AND CONSTRUCTION FOR THE SALMON		14	
15 BRIDGE PROJECT IN SEWARD IN FY89.		15	
16 IT IS THE INTENT OF THE LEGISLATURE THAT THE DEPARTMENT		16	
17 WILL CHIP SEAL CAMPBELL ROAD IN THE MATANUSKA SUSITNA		17	
18 BOROUGH. THE LEGISLATURE REQUEST THAT THIS PROJECT BE		18	
19 INCLUDED IN THE DEPARTMENT'S PROJECT PLAN FOR FY89.		19	
20	STATE EQUIPMENT FLEET (57 POSITIONS)	6,082,900	20
21	AIRPORT LEASING (7 POSITIONS)	367,700	21
22	CENTRAL REGION PLANNING (18 POSITIONS)	987,400	22
23	CENTRAL REGION DESIGN AND CONSTRUCTION		23
24	ENGINEERING MANAGEMENT (73 POSITIONS)	4,946,000	24
25 IT IS THE INTENT OF THE LEGISLATURE THAT THE DEPARTMENT		25	
26 PROVIDE A SOLUTION TO THE PROBLEM WITH THE KALSIN HILL		26	
27 SECTION OF THE CHIHIK HIGHWAY IN KODIAK.		27	

ALLOCATIONS APPROPRIATION ITEMS APPROPRIATION FUND SOURCES GENERAL FUND OTHER FUNDS

Curt Menard

351 W. Swanson Ave.
Wasilla, Alaska 99687

Or

P.O. Box V
Juneau, Alaska 99811

376-5315 Work
745-8122 Work
376-5855 Home
465-2679 Juneau



February 23, 1987



Fred Lloyd, Assembly Member
SRA Box 7501
Palmer, AK 99645

Dear Fred,

This year the State is facing a serious budget crisis. There are some very tough choices ahead concerning spending cuts, taxes, and priorities.

I will be working to see that essential services are protected: education, public safety, water and sewer projects and roads. But as we all know, the need for more upgrading, better maintenance and new construction of roads in the Mat-Su Borough is real.

Lazy Mountain/Wolverine Road is high on my list in need of immediate redesign and construction. It's obvious that there is a very real need for substantial improvements on Lazy Mountain/Wolverine Road. I will be working closely with Borough and State officials to see what can be done-- on the local level you can help by keeping Lazy Mountain/Wolverine Road high on the Borough Capital projects list.

Enclosed is a copy of the House Concurrent Resolution # 10 introduced by Rep. Larson and myself.

If there is anything else I can do to serve you better as your representative, please don't hesitate to call or write. My number is 465-2679.

Warm Regards,

A handwritten signature in cursive script, appearing to read "Curt Menard".

Curt Menard
Representative

1 IN THE HOUSE

BY MENARD AND LARSON

2

HOUSE CONCURRENT RESOLUTION NO. 10

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - FIRST SESSION

5

Relating to the expeditious reconstruc-

6

tion and realignment of the Lazy Moun-

7

tain/ Wolverine Road in the Matanuska-

8

Susitna Borough.

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11 Borough is one of the oldest gravel roads in the borough; and

12 WHEREAS the alignment of the road has not changed since it was con-
13 structed from a cat trail in the late 1940's; and

14 WHEREAS the pot holes, frost boils, ruts, and glaciation during the
15 winter make the road dangerous to persons who use the road; and

16 WHEREAS the road serves as a school bus route four times each day; and

17 WHEREAS the road serves hundreds of residents who have no other road
18 or water access to the state road system and provides access to several
19 farms;

20 BE IT RESOLVED that the Alaska State Legislature respectfully requests
21 the Governor to direct the Department of Transportation and Public Facil-
22 ities to assign a high priority to the expeditious reconstruction and
23 realignment of the Lazy Mountain/Wolverine Road in the Matanuska-Susitna
24 Borough.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STEVE COWPER, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(TELEX 25-185) (907) 266-1462

CENTRAL REGION - PLANNING

March 6, 1989

RE: Clark-Wolverine Road

David Vidmar, Acting President
Lazy Mountain Community Council
HCO 4 Box 9103 Z
Palmer, Alaska 99645

Dear Mr. Vidmar:

Per your request, enclosed is a copy of the department's General Fund Program capital improvement recommendations for the FY'90 to FY'95 for the Mat-Su area {Election District 16}. These recommendations are updated annually to reflect changing needs, evaluation criteria, funding assumptions and budget instructions. Please note that the Clark-Wolverine Road is listed under Fiscal Year 99, which is a computer code for any project which was evaluated but not included in the current six year budget recommendations. Phase 9 refers to a multiphase project.

I received a copy of the Borough's current FY'90 CIP priorities today. As you indicated in our telephone conversation, the Borough has moved this project up to a high priority. We will give the Borough's priorities careful consideration when developing our annual six year budget recommendations during our next CIP budget recommendation development cycle, which will begin this summer.

The approximate cost estimates for this project are as follows:

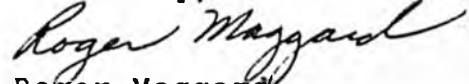
ROW Acqizition	\$ 164,000
Utility Relocation	5,000
Construction Contract {without paving}	1,209,500
Construction Engineering & Admin.	181,500
Contingencies	<u>181,500</u>
Total	\$1,741,500

Paving would add approximately \$125,000 to the project construction phase. The ROW acqizition and utility relocation phases will need to be completed prior to beginning the construction phase. It may be desirable to obtain funding for these two preconstruction phases prior to obtaining funding for the construction phase.

David Vidmar
Lazy Mountain Community Council
Page 2

While we were not able to include this project in our current six year General Fund Program budget recommendations due to budget limitations, we do believe that this is a desirable roadway improvement. If you have additional questions on this matter, please contact me at 266-1653.

Sincerely,



Roger Maggard
Area Planner

ldm

February 20, 1989
3:50:56 pm

CENTRAL REGION SIX YEAR CAPITAL IMPROVEMENT PROGRAM
OBLIGATION/SPENDING PLAN FY90 - FY95

GENERAL FUND PROGRAM

PROGRAM	PRIO SCORE	ELECT DIST	FISCAL YEAR	FUND TYPE	PHASE(S)	PROJECT	FISCAL YEAR 90			AREA	NOTE TYPE
							GEN FUND	OTHER	TOTAL FUND		
EROS	53	16	90	GF	9	GLENN HWY EROSION CONTROL: SUTTON NORTH	\$600.0	\$0.0	\$600.0	NYSU	IMM FAIL
Total EROS							\$600.0	\$0.0	\$600.0		
HWY	70	16	90	GF	9	HATCHER PASS BRIDGE REPLACEMENT AND ROAD MAINTENANCE	\$200.0	\$0.0	\$200.0	NYSU	IMPROV
HWY	60	16	90	GF	9	VASILLA SCHOOL AREA ROADS ILLUMINATION (GF)	\$230.0	\$0.0	\$230.0	NYSU	IMPROV
HWY	54	16	90	GF	9	GLENN HWY IMPROVEMENTS - PALMER TO SUTTON	\$1,000.0	\$0.0	\$1,000.0	NYSU	IMPROV
Total HWY							\$1,430.0	\$0.0	\$1,430.0		
Total FY 90							\$2,030.0	\$0.0	\$2,030.0		

February 28, 1989
3:50:57 pm

CENTRAL REGION SIX YEAR CAPITAL IMPROVEMENT PROGRAM
OBLIGATION/SPENDING PLAN FY90 - FY95

GENERAL FUND PROGRAM

PROGRAM	PRIO SCORE	ELECT DIST	FISCAL YEAR	FUND TYPE	PHASE(S)	PROJECT	FISCAL YEAR 91			AREA	WORK TYPE
							GEN FUND	OTHER	TOTAL FUND		
BVY	57	16	91	GF	4	FISHHOOK-WILLOW ROAD INCREASED MAINT (GF)	\$100.0	\$0.0	\$100.0	NTSU	GEN REPR
BVY	44	16	91	GF	9	GLENN BVY IMPROVEMENTS - PALMER NORTH	\$1,000.0	\$0.0	\$1,000.0	NTSU	IMPROV
Total BVY							\$1,100.0	\$0.0	\$1,100.0		
Total FY 91							\$1,100.0	\$0.0	\$1,100.0		

February 28, 1989
3:50:57 pm

CENTRAL REGION SIX YEAR CAPITAL IMPROVEMENT PROGRAM
OBLIGATION/SPENDING PLAN FY90 - FY95

GENERAL FUND PROGRAM

PROGRAM	PRIO SCORE	ELECT DIST	FISCAL YEAR	FUND TYPE	PHASE(S)	PROJECT	FISCAL YEAR 92			AREA	WORK TYPE
							GEN FUND	OTHER	TOTAL FUND		
BVY	57	16	92	GF	4	FISHHOOK-WILLOW ROAD INCREASED MAINT (GF)	\$100.0	\$0.0	\$100.0	MTSU	GEN RSFR
BVY	55	16	92	GF	2	KATSU BYER ROAD RECONSTRUCTION (GF)	\$300.0	\$0.0	\$300.0	MTSU	IMPROV
BVY	47	16	92	GF	9	KATSU TRUNK RD RECONSTRUCTION PHASE I (GF)	\$1,000.0	\$0.0	\$1,000.0	MTSU	IMPROV
BVY	42	16	92	GF	3	KATSU PITTMAN RD BEVERLY LK NORTH RECONST PH II (GF)	\$150.0	\$0.0	\$150.0	MTSU	IMPROV
Total BVY							\$1,550.0	\$0.0	\$1,550.0		
Total FY 92							\$1,550.0	\$0.0	\$1,550.0		

February 28, 1969
1:50:58 pm

CENTRAL REGION SIX YEAR CAPITAL IMPROVEMENT PROGRAM
OBLIGATION/SPENDING PLAN FY90 - FY95

GENERAL FUND PROGRAM

PROGRAM	PRIO SCORE	ELECT DIST	FISCAL YEAR	FUND TYPE	PHASE(S)	PROJECT	FISCAL YEAR 93			AREA	WORK TYPE
							GEN FUND	OTHER	TOTAL FUND		
FAC	30	16	93	GF	4	VASILLA DOT&PF N&O STATION (GF)	\$1,200.0	\$0.0	\$1,200.0	MTSU	NEW FAC
Total FAC							\$1,200.0	\$0.0	\$1,200.0		
BVY	57	16	92	GF	4	FISHBOOK-VILLOW ROAD INCREASED MAINT (GF)	\$100.0	\$0.0	\$100.0	MTSU	GEN REPR
BVY	52	16	93	GF	4	VASILLA FISHBOOK/BOGARD INTERSECTION RECONSTRUCTION (GF)	\$500.0	\$0.0	\$500.0	MTSU	IMPROV
BVY	50	16	93	GF	4	MATSU BOGARD/CROSEY RD CHANNEL. & ILLUM. (GF)	\$300.0	\$0.0	\$300.0	MTSU	IMPROV
BVY	47	16	93	GF	4	MATSU TRUNK RD RECONSTRUCTION PHASE I (GF)	\$1,500.0	\$0.0	\$1,500.0	MTSU	IMPROV
Total BVY							\$2,400.0	\$0.0	\$2,400.0		
Total FY 93							\$3,600.0	\$0.0	\$3,600.0		

February 28, 1989
 1:50:58 pm

CENTRAL REGION SIX YEAR CAPITAL IMPROVEMENT PROGRAM
 OBLIGATION/SPENDING PLAN FY90 - FY95

GENERAL FUND PROGRAM

PROGRAM	PRIO SCORE	ELECT DIST	FISCAL YEAR	FUND TYPE	PHASE(S)	PROJECT	FISCAL YEAR 94			AREA	WORK TYPE
							GEN FUND	OTHER	TOTAL FUND		
HWY	57	16	94	GF	4	FISHHOOK-VILLOW ROAD INCREASED MAINT (GF)	\$100.0	\$0.0	\$100.0	KTSU	GEN REPR
HWY	47	16	94	GF	4	NATSO TRUNK RD RECONSTRUCTION PHASE II (GF)	\$3,500.0	\$0.0	\$3,500.0	KTSU	IMPROV
							=====	=====	=====	=====	=====
Total HWY							\$3,600.0	\$0.0	\$3,600.0		
Total FY 94							\$3,600.0	\$0.0	\$3,600.0		

February 28, 1989
3:50:59 pm

CENTRAL REGION SIX YEAR CAPITAL IMPROVEMENT PROGRAM
OBLIGATION/SPENDING PLAN FY90 - FY95

GENERAL FUND PROGRAM

PROGRAM	PRIO SCORE	ELECT DIST	FISCAL YEAR	FUND TYPE	PHASE(S)	PROJECT	FISCAL YEAR 95			AREA	WORK TYPE
							GEN FUND	OTHER	TOTAL FUND		
HWY	57	16	95	GF	4	FISHHOOK-WILLOW ROAD INCREASED MAINT (GF)	\$100.0	\$0.0	\$100.0	MTSU	GEN REPR
Total HWY							\$100.0	\$0.0	\$100.0		
Total FY 95							\$100.0	\$0.0	\$100.0		

March 1, 1989
9:48:10 am

CENTRAL REGION SIX YEAR CAPITAL IMPROVEMENT PROGRAM
OBLIGATION/SPENDING PLAN FY90 - FY95

GENERAL FUND PROGRAM

PROGRAM	PRIO SCORE	ELECT DIST	FISCAL YEAR	FUND TYPE	PHASE(S)	PROJECT	FISCAL YEAR 99			AREA	WORK TYPE
							GEN FUND	OTHER	TOTAL FUND		
HVY	45	16	99	GF	8	GLENW HWY CARIBOU CR SAFETY RUNOFF	\$500.0	\$0.0	\$500.0	MPSU	SAFETY
HVY	42	16	99	GF	9	MATSU PITTMAN RD BEVERLY LK NORTH RECONST PH II (GF)	\$1,525.0	\$0.0	\$1,525.0	MPSU	IMPROV
HVY	40	15	99	GF	9	MATSU CLARK-WOLVERINE RD RECONSTRUCTION (GF)	\$1,850.0	\$0.0	\$1,850.0	MPSU	IMPROV
HVY	37	16	99	GF	9	MATSU CHURCH RD RECONSTRUCTION PH I (GF)	\$1,000.0	\$0.0	\$1,000.0	MPSU	IMPROV
HVY	35	16	99	GF	8	GLENW HWY SCENIC PROJECTS	\$400.0	\$0.0	\$400.0	MPSU	IMPROV
HVY	32	16	99	GF	4	MATSU HOLLYWOOD RD MAJOR MAINTENANCE (GF)	\$200.0	\$0.0	\$200.0	MPSU	IMPROV
HVY	30	16	99	GF	4	MATSU LAKEVIEW RD MAJOR MAINTENANCE (GF)	\$200.0	\$0.0	\$200.0	MPSU	IMPROV
HVY	14	16	99	GF	4	MATSU FAIRVIEW LOOP RD RESURFACING (GF)	\$1,100.0	\$0.0	\$1,100.0	MPSU	IMPROV
Total HVY							\$6,775.0	\$0.0	\$6,775.0		
Total FY 99							\$6,775.0	\$0.0	\$6,775.0		

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STEVE COWPER, GOVERNOR

REGIONAL DIRECTOR, CENTRAL REGION

P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(TELEX 25-185) (907) 266-1440

May 6, 1988

RE: Clark Wolverine Road
Project #53965

Mr. David Vidmar
Secretary
Lazy Mountain Community Council
P.O. Box 1437
Palmer, Alaska 99645

Dear Mr. Vidmar:

This letter is in response to your April 14, letters to John Tolley, Donald Morfield, and myself regarding Clark Wolverine Road. We appreciated learning of your approval of the design plans for the Clark Wolverine Road Project #53965 as well as your concerns for the future inclusion of this project within the Department's Capital Improvement Program (CIP) recommendations. We will be reevaluating this project during the development of our annual revision to our 6-Year CIP budget recommendations. During our reevaluation, potential projects are evaluated based on specific criteria adopted by the Department and used statewide for considering all transportation projects. A copy of the latest criteria utilized for the preparation of our recent fiscal year (FY) 1989-1994 budget recommendations is enclosed for your information. There may be modifications to this criteria for future budget cycles.

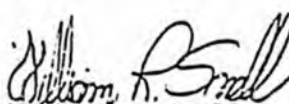
When assigning scores relating to the local priorities for projects under criteria questions 9 and 10, the transportation priorities identified by local governments are utilized to a significant extent in assigning the most appropriate score. The construction of this project was not included in the latest project priority list received from the Matanuska-Susitna Borough, dated December 15, 1987. We would recommend that you work closely with the Matanuska-Susitna Borough to ensure that this project is given careful consideration in their future capital budget priority deliberations.

Prior to any capital project being developed by this Department, the Legislature must appropriate the necessary funding for the project. Your letter states that House Bill #14 relating to this project is being considered by the House Transportation Committee. If the Legislature expresses support for a project, this would indicate that there is an increased probability of receiving the necessary appropriation for the project from the Legislature, within their budget limitations. It also indicates a relatively high level of support for the project on a statewide level within the Legislature. These two factors are important in project scoring when developing our CIP recommendations and are critical in actually securing a Legislative appropriation for developing this project.

There is approximately \$30,000 remaining from the original appropriation for the design of Project #53965. We intend to use this funding, plus an additional \$50,000, which was recently appropriated under the "Jobs Bill" for Clark Wolverine Road rehabilitation to place gravel and filter fabric on various areas of the road between Wolverine Creek and the end of State maintenance. If you wish to discuss this rehabilitation work in more detail, please contact Chris Kepler, Maintenance Superintendent, at 745-3117.

We anticipate that State general fund money for the development of transportation improvement projects will be extremely limited until State revenues substantially improve. If you would like to discuss the relative priority of constructing Project #53965 in more detail, please contact me or Roger Maggard, Area Planner, at 266-1653.

Sincerely,


William R. Snell
Regional Director

RM/cn

Enclosure

cc: Dorothy Jones, Mayor, Matanuska-Susitna Borough
Chris Kepler, Maintenance Superintendent, Anchorage & Mat-Su Area, DOT&PF
Donald Morfield, Director, Maintenance & Operations, DOT&PF
John Tolley, Chief of Planning, Planning, DOT&PF

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION

BILL SHEFFIELD, GOVERNOR

4111 AVIATION AVENUE
POUCH 6900
ANCHORAGE, ALASKA 99502
(TELEX 25-1251)

RECEIVED

October 16, 1984

OCT 16 1984

Re: Clark - Wolverine Road

PURCHASING

Mr. Jerry Pineau
Administration Officer
Matanuska-Susitna Borough
P.O. Box B
Palmer, Alaska 99645

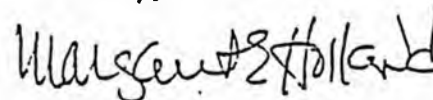
Dear Mr. Pineau:

Enclosed is your fully executed copy of the Agreement between the State and the Matanuska-Susitna Borough for the above-referenced project. For your information, the State's project number for this work is R10414, and we would appreciate your referencing that number on any related correspondence.

Again, you are reminded that any questions regarding the administration of this Agreement should be directed to this office, and any questions relating to the actual project should be addressed to me until a project manager has been found.

We look forward to working with you.

Sincerely,



Margaret E. Holland
Coordinator Grants Program
Project Control Branch

/bgc

Enclosure a/s

cc: Roger Mearns, Transportation Planning, Central Region
Joe Merrill, Director, Administrative Services, Central Region
Patricia Rodgers, Accounting Supervisor, Central Region
Carol Taylor, Statewide Planning & Policy, Juneau



Official Business

Alaska State Legislature

Senate

Dave Carroll
Ted Trovichblood
Jack Cole } 745 9840

Pouch V
State Capitol
Juneau, Alaska 99801

December 2, 1987

Mr. Kemper L. Johnston
Chief of Road Maintenance
Matanuska-Susitna Borough
PO Box B
Palmer, AK 99645

Dear Mr. Johnston:

I received your letter of November 17, 1987, concerning the Clark-Wolverine road project.

In early November I toured the Mat-Su area with DOT Commissioner Hickey and we discussed the various options available for the Clark-Wolverine road, with the general consensus that additional gravel and maintenance upgrade would be the best alternative at this time. In 1987 I appropriated an additional (\$30,000) for this road.

Please feel free to contact me whenever I may be of service.

Sincerely,

Jay Kerttula
- Senator Jay Kerttula -
DIO

JK:mE

DOT/PE
Reverse TORA
dated 10/15/84

Project Name Clark Wolverine Road
Project No. R10414

APPENDIX A

Scope of Work:

Preliminary engineering, through Design PS&E and Identification of right of way needs, for the proposed relocation of Clark-Wolverine Road. Project to begin at approximately M.P.-1, then proceeds north along section line between Section 27/26 to end at approximately M.P.-3. Improvements beyond M.P.-3 are to be done with State Maintenance & Operations forces if funds remain after PS&E is completed. Appraisal and acquisition of any additional right of way is not a part of this project or agreement.

Project Schedule:

1984 and 1985

AGREEMENT BETWEEN THE
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

AND

Matanuska - Susitna Borough

This Agreement, effective upon execution by the State of Alaska, Department of Transportation and Public Facilities (hereinafter called the State), and the Matanuska-Susitna Borough (hereinafter called the Municipality).

Whereas the governing body of the Municipality has passed a resolution allocating funds and requesting the State to accomplish the project described in Appendix A to this Agreement, the parties mutually agree as follows:

1. The State agrees to accomplish the project as described in Appendix A (hereinafter referred to as "the project"). The State's project coordinator is John B. Olson.
2. The Municipality agrees to transfer funds in the amount of One Hundred Eighty-Seven Thousand, Five Hundred Dollars (\$187,500.00) to the State for the accomplishment of the project. The State will bill the Municipality periodically for reimbursement of expenditures as the project progresses.
3. The State shall inform the Municipality of who the State's project engineer is prior to performing any work. The Municipality shall direct all communications regarding the actual project work to that project engineer during the construction of the project.
4. The State will assume ownership of the project upon its completion and will be responsible for its maintenance and operation.
5. The State, upon completion of the project, shall provide the Municipality with a final expenditure report listing all expenditures incurred in the accomplishment of the project.
6. This Agreement shall be governed by the laws of the State of Alaska.
7. Unless changed by prior written notice, any notices required by this Agreement must be sent to the following addresses:

STATE: Grant Administration Unit
 Division of ~~Planning & Programming~~ *Design and Construction*
 Department of Transportation and Public Facilities
 Pouch 6900
 Anchorage, Alaska 99502

MUNICIPALITY: Matanuska-Susitna Borough
 Box B
 Palmer, Alaska 99645

8. This Agreement may be modified or amended by a written Agreement signed by both parties

APPROVALS:

Caro Shulman Borough Manager Oct 7, 1984
Signed - Municipality Title Date

John Ballson 10/15/84
Department of Transportation and Public Facilities Date
Director, Design and Construction



Matanuska-Susitna Borough

BOX B. PALMER, ALASKA 99645 • PHONE 745-4801

DEPARTMENT OF FINANCE

October 15, 1987

MEMORANDUM

To: Bob Jensen, Finance Director

From: Jerry Pineau, Administrative Officer

Subject: CLARK-WOLVERINE ROAD--ENGINEERING & DESIGN PROJECT
DOT/PF PROJECT 3R10414--MILE POST 1 TO MILE POST 3

NOTE: INFORMATIONAL MEMORANDUM FOR DISTRIBUTION

PROJECT STATUS

The DOT/PF essentially has the design completed and intends to have an "engineers" meeting the end of this month. This meeting involves the DOT/PF and MSB engineers for discussion of the technical design. The DOT/PF will contact MSB and set up the meeting.

The DOT/PF will be ready in November to have a meeting with the Lazy Mountain Community Council and other interested persons. MSB should contact the community council and coordinate the public notice and meeting. Suggestion: MSB Public Works be coordinator.

At this time, Margaret Holland, DOT/PF Central Region Coordinator Grants Program is the best person to contact. Her telephone number is 266-1440. The address is: 411 Aviation Avenue, Pouch 196900, Anchorage, Alaska 99519-6900.

The current DOT/PF balance in this project is about \$50,000.

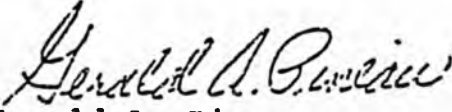
The DOT/PF has indicated that when the final design is completed, they would be willing to discuss using any project balance on the road for other work.

BACKGROUND

The original source of the funding for this project came from a legislative grant (SB 409) received in calendar year 1984 for "Borough Roads" (see attached copy of page 1 of Municipal Grant Agreement) which was for a total of \$1,500,000. The Assembly appropriated the grant funds under Ordinance S/N 84-39. By Resolution S/N 84-133, the Assembly authorized \$187,500 for transfer to the DOT/PF for this project. (See attached Scope of Work.)

The DOT/PF has held at least one noticed public hearing with the area residents.

Please advise if you require any further information or assistance.


Gerald A. Pineau
Administrative Officer

er

cc: Lazy Mountain Community Council
DOT/PF
Assemblyman Fred Lloyd
✓Dorothy Jones, Mayor
John Hale, Borough Manager
Beverly Bennett, PW Admin. Assistant
Jack Cole, Deputy Director Roads/Utilities



Matanuska-Susitna Borough

P.O. BOX 1608, PALMER, ALASKA 99645 • PHONE 745-4801

DEPARTMENT OF FINANCE

October 1, 1987

Margaret Holland, Grants Program Coordinator
DOT/PF - Central Region
4111 Aviation Ave.
Pouch 196900
Anchorage, Alaska 99519-6900

Re: Chapter 3 SSLA 1987 Appropriations - State Road Projects

Dear Margaret:

This is to confirm our conversation of September 29, 1987 regarding the subject matter and your letter of September 23, 1987 of same.

We concur that for all projects funded by the legislature through the Borough that can and will be done by the DOT/PF maintenance division will be handled by agreed upon scope of work, Borough purchase order and funds advanced to DOT/PF. This is the same process used for the Hatcher Pass Rehabilitation Project.

It is my understanding that your division will more than likely hold a public hearing on the old Design and Construction project for the design of the Clark Wolverine Road after the DOT/PF and Borough Engineers have reviewed the plan. As mentioned, the Lazy Mountain Community Council is especially interested in the plan. Along those lines, if I can be of any assistance, let me know.

As I stated, I will be submitting, hopefully by the end of the week, a formal request for billing on the Reverse TORA's in process along with a status report based on our records. Again, a simple computer print out marking the charges against the project will be sufficient. If we would have any questions or needed further information, we will request it on a case by cases basis.

A status report or final report by project from your office is necessary for our records and dissemination of information. However, a brief salient report will be sufficient. If anything else is required by us, we will request it on a case by case basis.

A copy of your letter dated July 31, 1987 concerning the Edlund Road project is being mailed to our legislative representatives for their information. In response to the letter, the Borough does not have available funds to supplement the project funding. The Borough exercises road powers on a service area basis which is funded by the legislature under its road service program and it is used for Borough maintained roads only. The other source of funding is direct legislative grants for Borough maintained roads and are generally granted for specific roads. As you know, the legislative grants for State roads are "passed through" to the DOT/PF unless the State agrees

to have the Borough work on State roads. The later has not occurred for several years. The bottom line -- No \$50,000 from the Borough at this time for Edlund Road.

As we discussed, you and I need to establish a scope of work and budget for my office to present to the Borough Assembly for approval. The scope of work and budget for the Hatcher Pass Rehab. project was well received by the Assembly. I am not sure if the scope of work for our new projects can be made that elaborate but we should probably try to be as specific as we can.

My suggested budget format for each project is:

MSB Administration & Audit Fee (1%)	\$ -----
DOT/PF Administration, Design & Engineering	-0-
Construction, Materials & Maintenance	\$ -----
Total Project	\$ _____

Attached are copies of the legislative intent received from Legislative Information Office (LIO) and a letter dated 8/31/87 from Senator Kerttula with his legislative intent. Also is a copy of a letter dated 9/25/86 received from the Lazy Mountain Community Council concerning the Old Glenn Hwy/Clark Wolverine Road grant.

Pittman-Meadow Lakes Road Upgrade - \$50,000

Based on my information and the LIO and Kerttula's intent, this is for gravel and increased maintenance of the Church Road end of Pittman Road.

Long Lake Road Upgrade - \$25,000

Based on my information from our Assemblyman from the district the funds are for the State portion of Long Lake Road. The LIO intent speaks to gravel, upgrade and maintenance but not to which section of the road. However, Kerttula's intent lists the Borough section of road. It is my contention that the Assembly, by resolution, intend for the funds to be used by the DOT/PF for the State portion.

Old Glenn Hwy/Clark Wolverine Road - \$30,000

The LIO intent suggests that work be done on the intersection of the Old Glenn Hwy and Clark Wolverine Road turnoff with upgrade and maintenance. Kerttula's intent has gravel and increased maintenance but no mention specifically of the intersection. However, the Lazy Mountain Community Council, which is the Borough recognized area spokesperson, addresses its concerns to use the funds as the Council suggests.

STANDARD AGREEMENT FORM
FOR MUNICIPAL GRANTS

This agreement is executed between the State of Alaska, Department of Administration, (Hereinafter called the "State"), and Matanuska-Susitna Borough (Hereinafter called the "Grantee"),

WITNESSETH that:

Whereas, the Grantee is willing to undertake the performance of this grant under the terms of this agreement;

Whereas, the municipality has the authority under the State law or local charter to provide the services for which funds were appropriated;

Whereas, the State has the authority to enter into this agreement by AS 37.05.315;

Whereas, funding for this grant lapses

_____ on lapse date

X upon completion of the project;

Whereas, the grant #8/85-118 of \$1,500,000 is for the purpose of Borough Roads (please provide further explanation and details in the space provided);

Design, engineer, construct and acquire right-of-ways on various roads within the Borough to the limits of funding. Some road projects to be handled under reverse TORA's with Department of Transportation/ Public Facilities.

Don Moorefield - O&M

Margaret Holland 266-1440

will call back 10/15 w/ balance, status, public hearing, etc

Alaska State Legislature



Session Address:
STATE CAPITOL BUILDING
BOX V
JNEAU, ALASKA 99811
(907) 465-3727

Interim Address:
BOX 53
PALMER, ALASKA 99645
(907) 745-3828 - Palmer
(907) 378-6628 - Wasilla

Representative Ronald L. Larson
District 167B

March 7, 1988

Larry DeVilbiss
HC04 - 9302
Palmer, Alaska 99645

Dear Larry:

Thank you for participating in the Community Council Teleconference last Wednesday night. I know both the weather and roads were bad and I appreciate your attendance.

We have checked out your concerns on the Clark Wolverine Road. According to our lists it appears that your road was not on the Capital Projects for the Mat-Su Borough this year. It would be wise for you to contact your assembly person and make that suggestion for next year. Mr. Fred Lloyd is very approachable -- and I am sure he will take your recommendation very seriously.

We, as a legislative delegation, did earmark \$50,000 for Clark Wolverine Road this year. That, added to the remaining \$33,000 will provide some funding for upgrade of the road. According to D.O.T. the design was conducted for \$154,500 in the last several years.

Thanks for letting us know your concerns. If we can be of further assistance, please contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ron Larson".
Ronald L. Larson

ALASKA STATE LEGISLATURE

Curt Menard

351 W. Swanson Ave.
Wasilla, Alaska 99687

Or
P.O. Box V
Juneau, Alaska 99811

373-CURT
376-5315 Work
376-5855 Home
465-2679 Juneau



March 4, 1988

William R. Snell
Deputy Commissioner
Central Region
DOT/PF
P.O. Box 196900
Anchorage, AK 99519

Dear Mr. Snell,

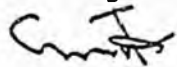
I would like to have a record of all studies and funds expended on Clark-Wolverine Road or a possible realignment of the road since about 1979 for my records.

I would also like to request that the Department hold a public hearing in the area to hear testimony on the need for a new road in the near future (perhaps this could be done in conjunction with making recommendations for the six-year plan).

On another subject, what are the Department's plans with respect to reconstructing or repairing the Matanuska River bridge on the Old Glenn just outside of Palmer. I think at least the surfacing needs looking into.

I really do appreciate all the help your staff has provided me during my service as a legislator for the Mat-Su. You deserve a strong thanks for your prompt and thorough replies to my inquiries.

Warm Regards,


Curt Menard
Representative

cc: Fred Lloyd, Member, Mat-Su Assembly
Jack Cole, Director, Mat-Su Public Works
Lazy Mountain Community Council

enc: letter from Lazy Mountain Community Council

John Fairfield
425 East Dahlia, Suite J
Palmer, AK 99645

25 September, 1987

Fred Lloyd, Assemblymember
Matanuska-Susitna Borough
Palmer, Ak 99645

Dear Fred:

The Lazy Mountain Community Council has asked me to communicate to you its concern about the delay Project Number R10414 for Clark Wolverine Road. This project was funded in 1984 and as yet has not been completed (at least, not to our knowledge). The completion of this project would go a long way towards making an assessment of the need for and cost of the proposed upgrade of that road.

Would you look into the status of that project and report to Steve Van Troba what you can find out. Steve is the president of the LMCC.

Sincerely,



John Fairfield, LMCC Board Member

C.C.



Official Business

Alaska State Legislature

House

Curt Menard
P.O. BOX V
State Capitol
Juneau, Alaska 99811

January 18, 1987

Lazy Mountain Community Council
c/o Steve VanTroba, President
P.O. Box 1437
Palmer, AK 99645

Dear Steve,

As your Representative I am very much interested in the needs and concerns of your community.

If we are not already, I would appreciate it if you would include me on your mailing list to receive minutes and/or newsletters.

You can reach our office in Juneau at 465-4944.
Please don't hesitate to contact us.

Warm regards,

A handwritten signature in cursive script, appearing to read "Curt Menard".

Curt Menard
Representative

CDM/av

JOHN FAIRFIELD
~~Public Participation Coordinator~~
425 EAST DAHLIA, SUITE 1
PALMER, ALASKA 99645
Telephone (907) 745-8379

RECEIVED

JAN 12 1987

PLANNING
DEPARTMENT

John C. Stein, Public Participation Coordinator
Matanuska-Susitna Borough
Palmer, AK 99645

9 January, 1987

Dear John:

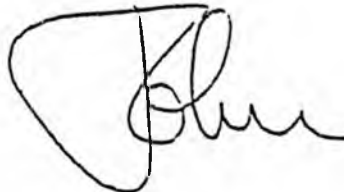
The Lazy Mountain Community Council has asked me to invite you to speak to our general membership meeting on Thursday, January 22nd, 1987 at the Lazy Mountain. The two subjects we would like you to address are the status of the Clark-Wolverine upgrade and the general subject of land use planning. The meeting is scheduled to start at 7 p.m. Fire Hall

Thank you in advance,


John Fairfield, Board Member, Lazy Mountain Community Council

1/15/87

I would be pleased to attend.
See you on the 22nd.





Alaska State Legislature

Senator Mike Szymanski

While in Session:
P.O. Box V
State Capitol
Juneau, Alaska 99811
(907) 465-4978/4979

Interim
11920 Johns Rd.
Anchorage, AK 99515
(907) 349-3373

1024 W. 6th
Anchorage, AK 99501
(907) 276-6739

January 23, 1987.

Ms. Maxine DeVilbiss, Secretary
Lazy Mountain Community Council
SRD Box 9302
Palmer, Alaska 99645

Dear Maxine:

My apologies for not having responded earlier to your letter of December 29 relating to upgrading Clark-Wolverine Road. The task of setting up my office in Juneau and the reorganization of the Senate contributed to a delay in answering my correspondence.

I am familiar with the attempts of the Lazy Mountain residents to obtain funding for this road and certainly support the need. Inasmuch as the financial picture for this year is very marginal, the capital projects which will be funded will be limited. It is important that any such projects be included on the Borough priority list because this is what the district's legislative delegation will be looking at when the capital budget is being drawn up. So, I would really urge you to see if the Clark-Wolverine Road upgrade could be included as part of the Borough's package.

I know how important this project is for you and will do all that I can to help. Please feel free to contact me at any time.

Sincerely,


Mike Szymanski
State Senator

MS:pt

Senate District E

Mar-Su • Sit-Anchorage • Bristol Bay • Central • Chukotka • Whittier • Nikiski • Cooper Landing • Hope • Seward • Cordova • Valdez



Official Business

Alaska State Legislature

House of Representatives

Pouch V
State Capitol
Juneau, Alaska 99811

January 17, 1987

Lazy Mountain Community Council
SRD Box 9302
Palmer, Alaska 99645

Dear Maxine:

Just a note to acknowledge receipt of your letter in regards to the paving of the Clark-Wolverine Road.

Please be assured that we place your request as a priority. However, you must be aware that the governor has hinted at introducing legislation that would eliminate all pending Capital projects. His purpose for this is to try to reduce the large budget deficit the State is facing. He has also hinted that the only Capital budget he will consider this year will be in the amount necessary for state matching grants to receive federal funding.

On the more positive side, I do think you are correct in bringing your request before the Borough Assembly. They too, need to place this as a high priority item. If the Capital budget does develop, it will be very small--compared to past years--and only top priorities will stand any chance of receiving the limited funding.

I wish I had better news for your organization. Rest assured that we will do whatever we can.

Thanks for writing and keep in touch.

Sincerely,

A handwritten signature in cursive script that reads "Ron Larson".

RONALD L. LARSON
REPRESENTATIVE



Alaska State Legislature

House

Curt Menard
P.O. BOX V
State Capitol
Juneau, Alaska 99811

Official Business

January 16, 1987

Lazy Mountain Community Council
SRD Box 9302
Palmer, Alaska 99645

Dear Maxine,

Thank you for your letter concerning the up-grading of Clark
Wolverine Road. It certainly deserves attention and I strongly
will give my support.

Warm Regards,

A handwritten signature in cursive script that reads "Curt".

Curt Menard
Representative

CDM/dr

KEEP US IN YOUR PRAYERS.
HOPE YOU ARE ALL WELL.



Alaska State Legislature

Senate

Official Business

Pouch V
State Capitol
Juneau, Alaska 99811

January 9, 1987

Maxine DeVilbiss, Secretary
Lazy Mountain Community Council
SRD Box 9302
Palmer, AK 99645

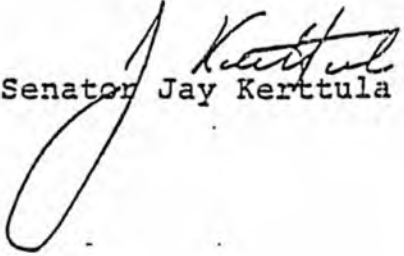
Dear Ms. DeVilbiss:

I received your letter of December 29, 1986, concerning up-grading and paving of Clark-Wolverine Road.

I am taking your letter and testimony concerning the road to Juneau with me. I do ask that you work with the Borough Assembly to place this project as close to the top of the legislative priority list as possible.

Please keep in touch with me on this important matter.

Sincerely,


Senator Jay Kerttula

. JK:mf

Curt Menard

35 W. Swanson Ave.
Wasilla, Alaska 99687

Or

P.O. Box V
Juneau, Alaska 99811

376-5315 Work
745-8122 Work
376-5855 Home
465-2679 Juneau



February 21, 1987

Maxine DeVilbiss
SRD 9302
Palmer, AK 99645

Dear Maxine,

This year the State is facing a serious budget crisis. There are some very tough choices ahead concerning spending cuts, taxes, and priorities.

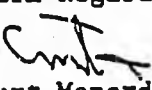
I will be working to see that essential services are protected: education, public safety, water and sewer projects and roads. But as we all know, the need for more upgrading, better maintenance and new construction of roads in the Mat-Su Borough is real.

Lazy Mountain/Wolverine Road is high on my list in need of immediate redesign and construction. It's obvious that there is a very real need for substantial improvements on Lazy Mountain/Wolverine Road. I will be working closely with Borough and State officials to see what can be done— on the local level you can help by keeping Lazy Mountain/Wolverine Road high on the Borough Capital projects list.

Enclosed is a copy of the House Concurrent Resolution # 10 introduced by Rep. Larson and myself.

If there is anything else I can do to serve you better as your representative, please don't hesitate to call or write. My number is 465-2679.

Warm Regards,


Curt Menard
Representative

ALASKA STATE LEGISLATURE

Curt Menard

351 W. Swanson Ave.
Wasilla, Alaska 99687

Or

P.O. Box V
Juneau, Alaska 99811

373-CURT
376-5315 Work
376-5855 Home
465-2679 Juneau



February 29, 1988

Larry and Norma DeVilbiss
SRD Box 9302
Palmer, AK 99645

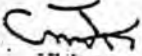
Dear Larry and Norma,

Thank you so much for your kind and encouraging words on my letters home.

As you know, the "Jobs Bill" passed the Legislature unanimously. The delegation was able to provide another \$50,000 for maintenance. In addition, I do support and will work for getting the funding to really fix the situation.

Thanks also for your comments on Kerttula's bill, HB400 (Product Preference) and on recriminalizing marijuana -- I support it!

Warm Regards,


Curt Menard
Representative



Official Business

Alaska State Legislature

Senate

P.O. BOX V
State Capitol
Juneau, Alaska 99811
March 16, 1989

Mr. David Vidmar
Lazy Mountain Community
Council
HC04-9103-2
Palmer, Alaska 99645

MAR 17 1989

Dear David:

Thank you for your letter updating me on the status of the Lazy Mountain/Clark Wolverine road project.

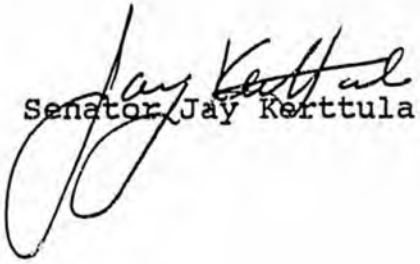
SCR 8, which I sponsored, requests that the Department of Transportation put this project on its priority list. The resolution has had one hearing in the Senate Transportation Committee. (X)

I am presently working on a bonding proposal for road projects which would include the Lazy Mountain/Clark Wolverine Road upgrade. In view of the lack of money in the treasury, I anticipate that this won't be able to pass the legislature this year.

Please be assured that I am well aware of the need for this project and will continue to do whatever I can to obtain the funds.

If I can be of further assistance, please don't hesitate to contact me.

Sincerely,


Senator Jay Kerttula

JK:pt

cc: Bob Evans, Office of the Governor
Mark Hickey, Commissioner, DOTPF
Senator Lloyd Jones, Chair
Senate Transportation Committee

X not a good Comm. controlled by S.E. Chair.



Official Business

Alaska State Legislature

Senate

P.O. BOX V
State Capitol
Juneau, Alaska 998

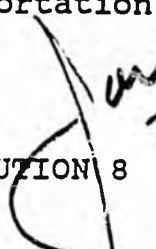
M E M O R A N D U M

TO: Senator Lloyd Jones
Chairman, Senate Transportation
Committee

FROM: Senator Jay Kerttula

SUBJECT: SENATE CONCURRENT RESOLUTION 8

DATE: February 6, 1989



I would appreciate it very much if you would schedule a committee hearing on Senate Concurrent Resolution 8, relating to Lazy Mountain/Wolverine Road, at your earliest convenience.

Thank you very much for your attention to this request.

