

ALLAN DILLON - 8612
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3211

Section 2 amends AS 19.30.131(a) by deleting the reference to five allocation districts. This amendment is necessary because of the new method of establishing the allocation districts found in Section 1 of the bill.

Section 3 amends AS 19.30.131(e) by deleting first class cities from direct allocations.

The need for this change is to provide first-class cities with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.

Section 4 amends AS 19.30.141 by deleting first class cities from direct allocations as explained in Section 3.

Section 5 amends AS 19.30.161 by adding language requiring the prior approval of design standards, rights-of-way, and widths for projects which are constructed on a federal-aid secondary route, even though the project will be constructed by a local government that has assumed road powers. As a general proposition under the local service roads and trails program, if a local government has assumed road powers it is responsible for the maintenance of the facility after construction. Consequently, the state has little concern over the standards. In 1981, the nature of the program changed when AS 19.30.111 was amended to allow the use of program money on the federal-aid secondary highway system. These

January 18, 1934

facilities can be quite complicated and the state is required to comply with various standards to continue to receive federal aid for the route. It is therefore appropriate that the commissioner of DOT&PF have a right of prior approval of design standards, rights-of-way, and width.

Add Section 6 : is AS 19.30.241(3) by adding language which includes second class cities to conform with the definition of municipality in AS 29.78.010(8). This change is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.

Sincerely,

Bill Sheffield

Governor

1984 LEGISLATIVE PROPOSAL REVISED JANUARY 18, 1984

(Submitted by: Standards and Technical Services)

LOCAL SERVICE ROADS & TRAILS (LSR&T) Additional legislation required:

AS 19.30.131(c) and AS 19.30.141 are reworded to delete first class cities from direct allocations.

"Remove first class cities from direct allocations"

The need for this change is to provide first-class cities with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.

Prior to the 1981 change in the LSR&T Act, first class cities were treated as follows:

Organized Boroughs (Local Government Administration)

First-class cities within the boundary of an organized borough which submitted proposed projects to the borough to utilize LSR&T funds were prioritized along with requests from other communities, including second-class cities.

Prioritizing projects was at the discretion of the local government involved and usually consisted of the following criteria:

1. Need
2. Involvement of a L.I.D. (Local Improvement District)
3. Viability
4. Fundability (Transportation oriented)
5. Number of past LSR&T projects
6. Amount of LSR&T funds used on past projects.

Unorganized Boroughs (DOT&PF Administration)

First-class cities within the boundary of an unorganized borough submitted proposed projects to the Regional Manager for the LSR&T Program to be included in the Annual Program Document.

These projects were reviewed and prioritized along with requests from other communities, including second-class cities utilizing the following factors:

1. Number of past projects constructed with LSR&T funds.

January 18, 1984

2. Amount of dollars funded for LSR&T projects in the past.
3. Year of last project funded for that community.
4. Local participation in funding of project.
5. Availability of local equipment.
6. Availability of local labor.
7. Location of LSR equipment.
8. Availability of DOT&PF equipment fleet.
9. Possibility of DOT&PF contract to construct project.
10. Whether project is on the connected road system.
11. Availability of a contractor at the site of the project during the proposed time of construction.

HB

661

Comments on the applicability of CSHB 661 to financing the Knik Arm Crossing.

1. DOT&PF Position and Perspectives on CSHB 661
2. Summary of Briefing Materials
3. Correspondence from private firms that have expressed interest in financing the Knik Arm Crossing (These letters were requested by the House Transportation Committee on March 28, 1984).

Presented to House Transportation Committee
April 5, 1984
John B. Olson
Telephone 266-1447

BACKGROUND

The original HB 661 was submitted to accomplish two purposes:

1. Provide DOT&PF the authority to sell revenue bonds to finance toll bridges and highways; and
2. Authorize DOT&PF to collect tolls on bridges and highways to make principal and interest payments on the revenue bonds.

The bill was introduced to provide a financing mechanism for the Knik Arm Crossing. A framework approach was taken on advice of the Attorney General's office, recognizing the State Constitution's requirements to avoid legislation specific to a location or region. We also wanted to preserve the option to recommend the mechanism for future revenue producing highway or bridge projects.

The bill is modeled after the revenue bond provisions of the Airport Revenue Fund. The model was used because it is known to the legislature, and has a good track record to present to bond underwriters and rating organizations.

DEPARTMENT POSITION ON CSHB 661

The DOT&PF continues to recommend a framework concept for bills like HB 661. However, we recognize the committee substitute to be a reasonable bill that addresses concerns expressed by legislators. We, therefore, support the committee substitute and recommend its passage.

APPLICATION TO KNIK ARM CROSSING

The bill provides a mechanism for applying the toll revenue stream expected from the Knik Arm Crossing to the construction of the facility. This mechanism will be considered, along with other financing approaches, in an implementation plan to be presented to the legislature next year. We expect the implementation plan will lead to the legislative direction needed to construct the crossing. No sales of revenue bonds or other related action will be taken before the next legislative session. DOT&PF staff will be working with legislators to exchange information prior to finalizing our recommendations and presenting the implementation package to the legislature.

APPLICATION TO OTHER PROJECTS

If the Knik Arm Crossing uses the revenue bond sales concept outlined in CSHB 661, the mechanism will be available for other projects. (The bill requires application to the Knik Arm Crossing before any other project.) It should be recognized that bridge and highway projects that can generate revenues in excess of their operations and maintenance costs are quite unique in Alaska. To the extent such projects are identified in the future (we have none to suggest at this time) the legislature would play an active role in their development and financing.

Presented to the House Transportation Committee, April 5, 1984

KNIK ARM CROSSING - FINANCING

1. Financing Choices
 - Pay Cash
 - Borrow
 - Save
 - Get Equity Partner
 - Combination of Above

2. Pay Cash
 - Appropriation
 - Lump Sum
 - By Component

 - Federal Funds
 - Highway Matching Funds
 - Connecting Roads Only

 - Raise Cash
 - Land Sales/Exchanges

3. Borrow
 - General Obligation Bond
 - Full Faith and Credit Pledge
 - Lowest Cost Borrowing

 - Revenue Bonds (CSHB 661)
 - DOT&PF to Collect Tolls
 - Tolls Pledged to Retire Debt

 - Private Lending Sources
 - Available Through Equity Partnerships

4. Save

- Allows Cash Payments
- Major Projects Fund (Or Other "Savings Account" Approach)
 - Toll Revenues Returned to Fund
 - O&M From Account in Major Projects Fund or General Fund
- General Fund (G.F.)
 - Annual Appropriation to G.F. Account
 - Build By Components
 - Toll Revenues Flow to G.F.

5. Equity Partnership

- Local Government (Unlikely Equity Partner for Knik Arm Crossing)
- Private Enterprise (Several Expressions of Interest Received)
 - Service Contract, Lease
 - Full Faith and Credit Pledge (Often Requested to Minimize Risk/Borrowing Cost; Requires Statewide Vote)
- Constitutional Constraints
 - State Debt
 - Annual Appropriation
 - Direction of Funds
 - Contract Negotiation
- Source of Funds
 - Tax-Exempt Borrowing
 - Non-Exempt Borrowing (Expensive)
- Federal Legislation
 - Industrial Revenue Bond Limit (Per Capita Basis)
 - Accelerated Depreciation in Question

6. OSHB 661

- Model: Airport Revenue Fund
- Desired This Year
 - Known Entity of Implementation Plan
 - Likely to be Used
- The CS is a Reasonable Bill
 - Responds to Concerns for Framework Concept
 - Timely for the Knik Arm Crossing Project

Correspondence From Firms Interested In Financing Or Constructing The
knik Arm Crossing.

WILLIAM KENT AND COMPANY

900 WEST FIFTH AVENUE, SUITE 610

ANCHORAGE, ALASKA 99501

(907) 276-0660

March 16, 1984

Mr. Jack Allen, P.E.
Project Manager, Knik Arm Crossing
Sverdrup & Parcel and Associates, Inc.
430 C Street, Suite 200
Anchorage, AK 99511

Dear Mr. Allen:

On March 14, John Olson and I met with Mr. Gopinath, Vice President of Corporate Affairs, Calista Corporation and Mr. Denji, Vice President of Calista International Corporation.

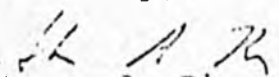
Calista has been dealing with Mitsui Shipbuilding and Engineering regarding the Knik Arm Crossing. Mitsui has done some work on design for the bridge, and has talked to their partners at the Mitsui Bank. Calista offered to meet with us to discuss engineering and financing in more detail, and offered to have Mitsui people come over.

We explained some of the more important constraints in state financing or other state participation, and our timetable for the project, and we offered to meet with them to discuss financing. We did not encourage them to bring any engineers over from Japan, at least not yet. I will arrange a meeting with Calista regarding financing in the next few weeks -- probably during the week of March 26.

Calista seemed interested in getting the following messages to us:

1. Confidentiality of their work is important to them. They believe that they have an advantage in their ability to bring financing into a package deal, and they do not want their concept, or their own engineering, to be public information before the bid.
2. They want the full faith and credit of the state behind the financing.
3. They were interested in seeing the project go forward, whether they were involved in the construction or not.

Sincerely,


Steven A. Rieger
Vice President

SAR/bsb

cc : ADOT/PF

Brown & Root, Inc.

200 Porter Drive, San Ramon, California, 94583

W. D. Arnold
Manager - Business Development
Marine Services

(415) 838-6149



March 19, 1984

John B. Olson
Director, Division of Major Project Management
State of Alaska
Department of Transportation and Public Affairs
Pouch 6900
4111 Aviation Avenue
Anchorage, Alaska 99502

SUBJECT: Knik Arm Crossing

Dear Mr. Olson:

It was a pleasure to have visited with you in your offices in Anchorage on February 21st. The time you spent with us in explaining the situation regarding the Knik Arm Crossing was very much appreciated.

As discussed in our meeting, Brown & Root is very interested in bidding the Engineering/Construction of the Knik Arm Crossing and has had three consortia approach us about possible financing of portions of this project.

During our discussions you indicated that it would be difficult for the Department of Transportation or the State to negotiate an unsolicited bid for the overall package. Therefore, we would like to prequalify for the work in the routine manner that you plan to use later this year. Brown & Root has been involved in several major water crossings in the United States and has the expertise and the equipment available, including derrick barges that might be required for some of the heavy lifts.

Thanks again for the time that you allowed us back in February. We are looking forward to working with you on this project as it develops.

Kind Regards,

Bill

W. D. Arnold
Manager, Business Development
West Coast and Alaska

WDA/lmw

RECEIVED

MAR 27 1984

DOT & PF
Major Projects MGMT.

SAMWHAH CORPORATION
 ARCHITECTS, ENGINEERS & CONTRACTORS
 33-20, WOONI-DONG, CHONGRO-KU, C.P.O. BOX 42, SEOUL, KOREA

*Copy - Hand
 File - K.A. Corp*

HEAD OFFICE:
 TELEX: SAMWHAN K02912
 SAMWHAN K04300
 SAMWHAN K02117
 CABLE: GREENLIGHT SEOUL
 PHONE: 765,9151.0

February 20, 1984

John B. Olson
 Director
 Division of Major Projects Development
 Dept. of Transportation &
 Public Facilities

Dear Sir,

I would like to express my sincere gratitude for your warm hospitality rendered during my visit to your office on February 10, 1984, sharing time from your busy schedule.

You were very kind and helpful in conducting my successful survey on future Alaska construction market prospective for our business activities. Our technical engineering Dept. has just begun reviewing the draft of tender documents regarding Nome Harbour Project furnished to me in anticipation of your invitation.

Meanwhile, I sincerely hope that we would be invited to the tenders for the Knit Arm Bridge Project and other various projects planned for the five years ahead according as you promised that our Corporation would be registered with prospective bidder list applicable for your esteemed State Government's projects.

We assure you of our best service to highest standard if an opportunity be given to us. Wishing the ever-lasting prosperity of your esteemed Department.

Yours Sincerely,

SAMWHAH CORPORATION
Young-Ju Moon
 Young-Ju Moon
 Director

- OSAKA BRANCH**
 1-10-1, Chikama-1-chome, Chikama City,
 Osaka, Osaka Prefecture, Japan
 P.O. Box 1111
 Telephone: 072-2311111
 Cable: SAMWHAN JPN
 Phone: 072-2311111
- BEIJING BRANCH**
 Airport Road, Beijing, P.R. of China
 P.O. Box 1111
 Telephone: 010-2311111
 Cable: SAMWHAN CHN
 Phone: 010-2311111
- DAMMAM BRANCH**
 P.O. Box 1111, Damman, Saudi Arabia
 Telephone: 011-2311111
 Cable: SAMWHAN SAU
 Phone: 011-2311111
- AL-SHARAH ARAB BRANCH**
 P.O. Box 1111, Al-Sarh, Jordan
 Telephone: 052-2311111
 Cable: SAMWHAN JOR
 Phone: 052-2311111
- HOCHIMINH BRANCH**
 P.O. Box 1111, Ho Chi Minh City, Vietnam
 Telephone: 024-2311111
 Cable: SAMWHAN VIE
 Phone: 024-2311111
- YENIG BRANCH**
 P.O. Box 1111, Yedig, Arab Republic
 Telephone: 010-2311111
 Cable: SAMWHAN YEG
 Phone: 010-2311111
- YOKOHAMA BRANCH**
 P.O. Box 1111, Yokohama, Japan
 Telephone: 045-2311111
 Cable: SAMWHAN JPN
 Phone: 045-2311111
- JAKARTA BRANCH**
 P.O. Box 1111, Jakarta, Indonesia
 Telephone: 021-2311111
 Cable: GREENLIGHT JAKARTA
 Phone: 021-2311111
- MANILA BRANCH**
 2nd Floor, Atlantic Bldg., Herrera Cor.
 Salcedo St., Ermita Village, Manila, Metro
 Manila, Philippines
 Telephone: 02-2311111
 Cable: SAMWHAN PHL
 Phone: 02-2311111
- SINGAPORE BRANCH**
 111, Cross Street, Singapore
 Telephone: 04-2311111
 Cable: SAMWHAN SINGAPORE
 Phone: 04-2311111
- WELLINGTON BRANCH**
 111, Cross Street, Wellington, New Zealand
 Telephone: 04-2311111
 Cable: SAMWHAN NZL
 Phone: 04-2311111
- SYDNEY BRANCH**
 111, Cross Street, Sydney, Australia
 Telephone: 02-2311111
 Cable: SAMWHAN AUS
 Phone: 02-2311111
- LONDON BRANCH**
 Suite No. 1111, 111, Cross Street, London, U.K.
 Telephone: 01-2311111
 Cable: SAMWHAN UK
 Phone: 01-2311111
- AMSTERDAM BRANCH**
 P.O. Box 1111, Amsterdam, Netherlands
 Telephone: 020-2311111
 Cable: SAMWHAN NLD
 Phone: 020-2311111

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 FEB 27 1984
 DOT & P
 Major Projects MGMT.



NIPPON KOKAN K.K.

1-1-2, MARUNOUCHI, CHIYODA-KU, TOKYO 100

PHONE: (03) 212-7111

TELEX: 222-2811 NKK J

CABLE ADDRESS: KCKANNK TOKYO

January 27, 1984

Alaska Department of Transportation
and Public Facilities
State of Alaska
4111, Aviation Drive
Anchorage Alaska, 99502

Attn : Mr. J. B. Olson

Gentlemen,

Re : Knik Arm Crossing

We, NIPPON KOKAN K.K. (hereinafter called NKK), have the honour to express our keen interest in participating in the captioned project and to submit herewith our company brochures, experience record and technical documents in which you will find activities and performance of our company.

As you may see from the above documents, NKK is now ranked as the third largest steelmaker in the world and in terms of all around technical expertise, NKK holds an unrivaled position because it is simultaneously a world leader in three major industrial fields - Steelmaking, Heavy Industries and Shipbuilding - allowing it to supply a comprehensive range of products and services to you.

In the field of bridge construction, NKK has considerable experience about supply and erection of steel superstructure of various type of bridge and has enjoyed good reputation in our achievement abroad as well as domestic.

Furthermore NKK has remarkable speciality of steel structures for low temperature service and has executed structural steel works in your esteemed province, such as Kenai Bridge, Sagavaihtok River Crossing,

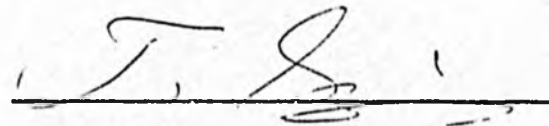
Alyeska Pipe Support Bridge, Gulkana Bridge and Pipe Support structures for Trans Alaska Pipeline Project, etc.

Judging from the foregoing, we are confident that NKK is capable enough in undertaking and proceeding this bridge construction project meeting with your expectation and requirements of price, engineering service, performance and quality.

We would highly appreciate it if you could invite us to the forthcoming qualification and tender and let us have a chance to work together with you toward successful construction of this bridge.

Thank you for your attention and we are looking forward to serving you in the near future.

Very truly yours,



T. Suganami
Deputy General Manager
Steel Structures &
Construction Dept.

○ MITSUBISHI BANK, LIMITED

7-1, MARUNOUCHI 2-CHOME, CHYODAI-KU,
TOKYO 100, JAPAN

August 6, 1983

Mr. Mead Treadwell
Executive Director
Governor's Economic Committee
On North Slope Natural Gas
P.O. Box 1700
Anchorage, Alaska 99510

Dear Mr. Treadwell,

Mr. Norio Yamamoto of Mitsubishi Research Institute kindly forwarded to us your Economic Feasibility Report on the Knik Arm Crossing dated April 15, 1983 for our reference.

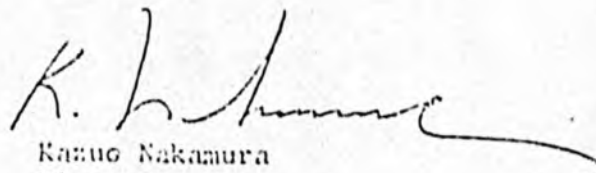
After a brief review, we have found the project interesting and wish to cooperate with you for the promotion of the project.

Accordingly, we appreciate it if you could let us know the area in which we shall be of assistance to you as a member of the Mitsubishi group which is the largest industrial groups in Japan. At the same time, it will be most helpful to us if you could provide us with a detailed financial plan for the project so that we shall be able to better analyze the project from the financial point of view.

It will be a great pleasure for us to exchange ideas with you how to promote the project and we wish to continue a dialogue on the development of the project. Please contact us at any time when you need our assistance.

Looking forward to hearing from you soon, and please give my best regards to Mr. Walter J. Nickel.

Very truly yours,


Kazuo Nakamura
Director

KK/ri

P.S.

For your reference we enclosed herewith a memorandum in regards to the Yen-Financing market.



YUKON PACIFIC CORPORATION

*Copy - Jerry Hamed (file)
(Keep original here -
give to me) J.D.*

*12/13
Appointed J. Allen*

November 4, 1983

Mr. John Olsen
Major Projects Management
Department of Transportation and Public Facilities
4111 Aviation Drive
Pouch 6900
Anchorage, Alaska 99502

Dear John,

Enclosed is the letter I received from Mr. Kazuo Nakamura at the Mitsubishi Bank. Governor Mickel and I have had dinner with Mr. Nakamura twice before in Japan and he shares a strong interest in Alaska.

Either his bank, or some other part of the Mitsubitshi Group could be called upon to play a role in the Knik Arm Project. I'd keep chumming the waters by providing information his way so that they can respond when the time comes.

Congratulations on your appointment. We should be working together as time passes.

With best wishes,

Sincerely,

[Signature]
Mend Treadwell
Secretary

/Enclosure

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Project Development

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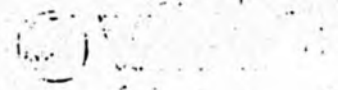
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DOT & PF
Major Projects MGMT.

Jack Oren - carefully consider his uses. Accept all suggestions.

action 6/20



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June 2, 1983

'33

Mr. Richard S. Armstrong, P.E.
Director, Central Region
Design and Construction
State of Alaska
Dept. of Transportation and Public Facilities
4111 Aviation Avenue, Pouch 6900
Anchorage, Alaska 99502



Re: Knik Arm Crossing

Dear Mr. Armstrong:

Thank you for your letter of May 18 and the Economic Feasibility Report on the Knik Arm Crossing. We are strongly interested in financing, design, construction and operation of the toll bridge.

Based on our experience in similar projects in Greece and Kuwait, we imagine that a possible scenario may look as follows:

1. Project will be formulated by the State. Bridge design criteria will be set; evaluation criteria for prequalification and final contract award will be laid out; and the terms of the eventual contract between the State and Contractor will be spelled out.
2. State will prequalify bidders (typically consortia of banks, engineering consultants and general contractors) on their financial, engineering and management strengths.
3. The prequalified bidders will submit their final designs, construction schedules and operation plans. State will select a successful bidder according to the preset criteria.

(continued)

Mr. Richard S. Armstrong
June 2, 1983
Page Two

4. Contractor will construct, operate and maintain the toll bridge.
5. After a certain number of years, State will purchase the bridge from Contractor for a predetermined price, and take over the operational responsibilities.

It appears from your report that most work necessary for establishment of design criteria has already been done. You could easily prepare a final design with State's fund and let bidders bid for it. This approach will simplify your task of bid evaluation, but you may miss an opportunity to take advantage of bidders' design ingenuity and particular strengths in performing certain types of construction.

Simple and loosely written design criteria helped the Government of Kuwait to get an ingeniously designed bridge (Bubiyah Bridge) inexpensively while the same approach muddled everything in the case of Rion-Antirion Crossing in Greece. My personal preference for the Knik Arm Crossing is to have relatively tight design specifications--at the level of your Conceptual Details--and permit the bidders to design only the details and construction methods to suit their capabilities.

Even with tight design specifications, the task of bid evaluation will not be simple. The fundamental question is what variable should be used as the main determinant of the bid when the construction cost is not a visible factor. One possibility would be the "Sell-back Price" if it is allowed to be bid on. All others being equal (or meeting the minimum criteria), State could pick up the bidder who offers the lowest sell-back price for a given target year.

As a part of the Contract terms, we expect the State to stipulate the maximum tolls chargeable to each type of vehicle for each period of years. We also expect the State to guaranty the minimum revenue traffic, and subsidize the Contractor if the traffic volume does not reach it. It will be a formidable task to devise a subsidy formula that will satisfy both the State and the Contractor. However, it is essential that it will be spelled out before bidding.

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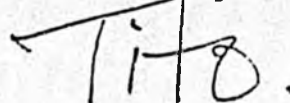
Mr. Richard S. Armstrong
June 2, 1983
Page Three

Finally, because of Alaska's proximity to Japan, we expect Japanese consortia, and perhaps some Koreans, to offer very competitive bid packages. We also work closely with Japanese companies. We therefore urge you to keep the competition open to all international bidders and eliminate any and all Buy-American and U.S.-Flag requirements and penalties from this project, except that the local labor should be used for construction and operation, and that the operating company should be an Alaskan corporation.

If you wish, we will be happy to provide more detailed input as a potential bidder. Please feel free to call me anytime for informal discussion.

We wish you a great success in this challenging project.

Sincerely,



Y. Tito Sasaki
President

MEMORANDUM

Date: May 3, 1984

Subject: CSHB 661

To: Senator Pappy Moss

From: ~~1~~ Clyde Stoltzfus

Please waive CSHB 661 from Transportation Committee. This is the Knik Arm Crossing construction bill which we have already heard (SB 211 amend Trans which is now in Finance is the same bill). Hearings will be scheduled for CSHB 558 LSR&T legislation and CSHB 169 LSR&T appropriation legislation. Both bills will be heard on May 10, 1984.

HB

701

BACKGROUND ON HOUSE BILL 701

RENAMING KLUTINA ROAD

THE KLUTINA ROAD HAD ITS BEGINNING IN THE FALL OF 1963 WHEN LEONARD BRENWICK AND OSCAR CRAIG WORKED TO CONSTRUCT AND MAINTAIN THIS ROAD AT THEIR OWN EXPENSE. THE ROAD FOLLOWS THE TRAIL USED BY THE MINERS OF 1898-99 IN TRAVELING FROM VALDEZ TO THE INTERIOR. ALONG THE EDGE OF THE ROAD ARE THE REMAINS OF CABINS USED BY THE MINERS WHEN THEY WERE FORCED TO WINTER THERE IN 1898.

LEONARD BRENWICK AND OSCAR CRAIG STARTED TO CONSTRUCT THIS PIONEER ROAD IN 1963 AND COMPLETED 12 MILES OF ITS 25 MILE LENGTH AT HIS OWN EXPENSE. PERMISSION FOR THIS PROJECT WAS GRANTED BY THE DEPARTMENT OF HIGHWAYS AND THE BUREAU OF LAND MANAGEMENT.

IN 1964 LEONARD BRENWICK WAS GIVEN A CONTRACT TO COMPLETE THE REMAINING 13 MILES. THIS CONTRACT AMOUNTED TO \$6,440.00 AND IT IS INTERESTING TO NOTE THE DEMANDS OF THE CONTRACT. THE CONTRACT STATED THAT IF HE DID NOT COMPLETE THE PROJECT WITHIN THE ESTIMATED COST THEN HE WOULD BE OBLIGATED TO COMPLETE THE REMAINDER OF THE ROAD AT HIS OWN EXPENSE. LEONARD ACTUALLY MET AND COMPLETED THIS CONTRACT--AT HIS OWN EXPENSE BECAUSE EVEN IN THOSE EARLY DAYS THIS WAS NOT ENOUGH MONEY FOR THIS SIZE PROJECT. OSCAR CRAIG ACTED AS HIS OPERATOR-MECHANIC. NEITHER OF THESE MEN DREW ANY SALARY FOR THEIR EFFORTS.

IT IS ESTIMATED THERE ARE 5 to 10 THOUSAND VISITORS USING THIS ROAD FOR HUNTING, FISHING, SIGHT SEEING AND THE GATHERING OF HISTORIC INFORMATION. THIS ROAD ENCOMPASSES ONE OF THE BETTER SCENIC AREAS OF ALASKA AND ITS HISTORIC ATTRIBUTES ARE UNSURPASSED.

THERE IS A PETITION ON FILE SIGNED BY 60 MEMBERS OF THE COMMUNITY OF COPPER CENTER REQUESTING THE TITLE CHANGE. THE TOTAL POPULATION OF THIS COMMUNITY IS APPROXIMATELY 250 PEOPLE AND THERE WOULD HAVE BEEN MORE SIGNATURES OBTAINED BUT TIME DENIED AS WE WANTED TO GET THIS NAME CHANGE ACCOMPLISHED THIS YEAR AND THE PETITION HAD TO BE MAILED TO JUNEAU.

BOTH OF THESE MEN ARE NOW DECEASED BUT THIS ROAD REMAINS AS A MONUMENT TO THEIR COMMUNITY EFFORT.

We, the undersigned bonafied residents of the Copper Basin do hereby petition the STATE OF ALASKA to rename the now existing KLUTINA TRAIL (a/k/a Klutina Road) in honor of the late Leonard Brenwick and Oscar Craig who built the road. That hence forth it to be known as the BRENNICK/CRAIG ROAD.

NAME	ADDRESS
Edna V. Woodell	Anchorage, Ak.
Harry C. Johnson Jr	Copper Center, Alaska
Millie Buck	P.O. Box 206 Hemlock, Alaska
Frank J. Smith	Copper Center, Alaska
Fredrick Arby	Copper Center, Alaska
Dorinda L. Johnson	Copper Center, Alaska
Earl Bell	Copper Center, Alaska
Parsons Craig	Hemlock, Alaska
Frank Johnson	Hemlock, Alaska
Neil Hottel	Copper Center
Gene Johnson	Copper Center, Alaska
Sarah L. Lubbe	Hemlock, Alaska
Maxwell Z. Fisher	Hemlock, Alaska
Leona H. Lincoln	Copper Center, Alaska
Billie Chapman	Hemlock, Alaska
Harvey H. Lincoln	Copper Center
James H. Lincoln	Hemlock, Alaska
Frederick H. Lincoln	" "

We, the undersigned bonafied residents of the Copper Basin do hereby petition the STATE OF ALASKA to rename the now existing KLUTINA TRAIL (a/k/a Klutina Road) in honor of the late Leonard Brenwick and Oscar Craig who built the road. That hence forth it to be known as the BREWICK/CRAIG ROAD.

NAME	ADDRESS
Arthur [unclear]	Glennville Alaska
Lee [unclear]	Glennville, AK
[unclear]	Glennville, AK
Leonard [unclear]	Glennville, AK
Edith [unclear]	Glennville, AK
Ben [unclear]	Glennville Alaska
Paul [unclear]	Glennville, AK
William [unclear]	Glennville, AK
Charles [unclear]	Glennville, AK
Howard [unclear]	Glennville, AK
Carl [unclear]	Glennville, AK
Marnie [unclear]	Glennville Alaska
Barilla [unclear]	Glennville Alaska
Edna [unclear]	Glennville, AK
Lemmie [unclear]	Glennville, AK
Howard [unclear]	Glennville, Alaska
Jackie C. [unclear]	Glennville, Alaska
[unclear]	Glennville, Alaska
Jackie [unclear]	Glennville, AK

We, the undersigned bonafied residents of the Copper Basin do hereby petition the STATE OF ALASKA to rename the now existing KLUTINA TRAIL (a/k/a Klutina Road) in honor of the late Leonard Erenwick and Oscar Craig who built the road. That hence forth it to be known as the BREWICK/CRAIG ROAD.

NAME	ADDRESS
Lillian E. Brewick	Box 5 - Copper Center, AK
Regina L Fisher	Box 313 Glennallen AK 99588
Mildred M. Sushaw	Box 93 Glennallen AK 99588
Paul M. King	PO Box 13 Klutina AK 99588
Laurie E. Kegan	Box 363 Glennallen AK 99588
Betty L. Cooper	Box 363 Glennallen AK 99588
Thomas John	Box 339 Copper Center AK 99573
Christine Grazier	Box 233 Glennallen AK 99588
Rufus C.	Box 154 Glennallen AK 99588
George Nelson	Box 1 Glennallen AK 99588
John R. Craig	Box 6 Copper Center AK 99573
Ella Charley	Box 691 - Glennallen AK 99588
Linda J. King	Box 23 Copper Center AK 99573
Linda King	Box 19 Copper Center AK 99573
Linda King	Box 12 Copper Center AK 99573
Linda King	Box 6 Copper Center AK 99573
Linda King	Box 77 Copper Center AK 99573
Linda King	Box 215 Copper Center AK 99573

COMMITTEE REPORT

SENATE

FURTHER:

4/10/34

Date Apr 26 1934

Mr. President

The Committee on TRANSPORTATION considered HB 701

renaming Klutina Road as Brenwick/Craig Road.

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

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

MEMBERS SIGNING
DO PASS

George Schuckman

John Smith

John Gilman

MEMBERS HAVING
OTHER RECOMMENDATIONS

Ray Mar
Chairman

D. M.
Chairman recommendation

ALASKA SENATE TRANSPORTATION COMMITTEE
COMMITTEE MEETING AGENDA

April 26, 1984
1:30 p.m.
The Butrovich Room

I. Call Meeting to Order

- A. Note Committee Members Present
- B. Welcome Those Observing
- C. Those wishing to testify, sign in. Remind those giving testimony to speak up and state their name for the record.

II. Announce Legislation under consideration or purpose of meeting:

HB 701 "An Act renaming Klutina Road as Brenwick/Craig Road."

Other notes or reminders:

BACKGROUND ON HOUSE BILL 701

RENAMING KLUTINA ROAD

THE KLUTINA ROAD HAD ITS BEGINNING IN THE FALL OF 1963 WHEN LEONARD BRENNICK AND OSCAR CRAIG WORKED TO CONSTRUCT AND MAINTAIN THIS ROAD AT THEIR OWN EXPENSE. THE ROAD FOLLOWS THE TRAIL USED BY THE MINERS OF 1898-99 IN TRAVELING FROM VALDEZ TO THE INTERIOR. ALONG THE EDGE OF THE ROAD ARE THE REMAINS OF CABINS USED BY THE MINERS WHEN THEY WERE FORCED TO WINTER THERE IN 1898.

LEONARD BRENNICK AND OSCAR CRAIG STARTED TO CONSTRUCT THIS PIONEER ROAD IN 1963 AND COMPLETED 12 MILES OF ITS 25 MILE LENGTH AT HIS OWN EXPENSE. PERMISSION FOR THIS PROJECT WAS GRANTED BY THE DEPARTMENT OF HIGHWAYS AND THE BUREAU OF LAND MANAGEMENT.

IN 1964 LEONARD BRENNICK WAS GIVEN A CONTRACT TO COMPLETE THE REMAINING 13 MILES. THIS CONTRACT AMOUNTED TO \$6,440.00 AND IT IS INTERESTING TO NOTE THE DEMANDS OF THE CONTRACT. THE CONTRACT STATED THAT IF HE DID NOT COMPLETE THE PROJECT WITHIN THE ESTIMATED COST THEN HE WOULD BE OBLIGATED TO COMPLETE THE REMAINDER OF THE ROAD AT HIS OWN EXPENSE. LEONARD ACTUALLY MET AND COMPLETED THIS CONTRACT--AT HIS OWN EXPENSE BECAUSE EVEN IN THOSE EARLY DAYS THIS WAS NOT ENOUGH MONEY FOR THIS SIZE PROJECT. OSCAR CRAIG ACTED AS HIS OPERATOR-MECHANIC. NEITHER OF THESE MEN DREW ANY SALARY FOR THEIR EFFORTS.

IT IS ESTIMATED THERE ARE 5 to 10 THOUSAND VISITORS USING THIS ROAD FOR HUNTING, FISHING, SIGHT SEEING AND THE GATHERING OF HISTORIC INFORMATION. THIS ROAD ENCOMPASSES ONE OF THE BETTER SCENIC AREAS OF ALASKA AND ITS HISTORIC ATTRIBUTES ARE UNSURPASSED.

THERE IS A PETITION ON FILE SIGNED BY 60 MEMBERS OF THE COMMUNITY OF COPPER CENTER REQUESTING THE TITLE CHANGE. THE TOTAL POPULATION OF THIS COMMUNITY IS APPROXIMATELY 250 PEOPLE AND THERE WOULD HAVE BEEN MORE SIGNATURES OBTAINED BUT TIME DENIED AS WE WANTED TO GET THIS NAME CHANGE ACCOMPLISHED THIS YEAR AND THE PETITION HAD TO BE MAILED TO JUNEAU.

BOTH OF THESE MEN ARE NOW DECEASED BUT THIS ROAD REMAINS AS A MONUMENT TO THEIR COMMUNITY EFFORT.

We, the undersigned bonafied residents of the Copper Basin do hereby petition the STATE OF ALASKA to rename the now existing KLUTINA TRAIL (a/k/a Klutina Road) in honor of the late Leonard Brenwick and Oscar Craig who built the road. That hence forth it to be known as the BRENNICK/CRAIG ROAD.

NAME	ADDRESS
Elmer V. McCall	Anchorage, Ak.
Harry C. Johnson	Copper Center, Alaska
Millie Buck	P.O. Box 206 Glennallen, Alaska
Langdon Young	Glennallen, Alaska
Earl J. Smith	Copper Center, Alaska
Fedorine Aspy	Copper Center, Alaska
Dorinda L. Johnson	Copper Center, Alaska
Earl Bell	Copper Center, Alaska
Oscar Craig	Glennallen, Alaska
Irene Lincoln	Kenai, Alaska
Ned Hobbitts	Copper Center, Alaska
Gene Thomas	Copper Center, Alaska
Sarah L. Lubbe	Glennallen, Alaska
Maxwell Z. Fisher	Glennallen, Alaska
Loren St. Leonard	Copper Center, Alaska
Rellie Vasquez	Glennallen, Alaska
Nancy St. Leonard	Copper Center, Alaska
Lorena L. Lincoln	Kenai, Alaska
Lucille S. Lincoln	" "

We, the undersigned bonafied residents of the Copper Basin do hereby petition the STATE OF ALASKA to rename the now existing KLUTINA TRAIL (a/k/a Klutina Road) in honor of the late Leonard Brenwick and Oscar Craig who built the road. That hence forth it to be known as the BRENNICK/CRAIG ROAD.

NAME	ADDRESS
Scott Heston	Glennallen Alaska
Tom Allen	Glennallen, AK
Ernest	Glennallen AK
Leonard Wever	Glennallen, AK
Betty Curran	Glennallen, AK
Ben Nealey	Gakona Alaska
Paul Blair	Glennallen AK
Catherine Peritt	Glennallen, AK
Charles Sparks	Glennallen, AK
Thos C Blair	Glennallen, AK
Col R. Pennington	Glennallen, Alaska
Marnie Charley	Glennallen Alaska
Bazille Jackson	Big Lake Alaska
Laura Crandall	Glennallen AK
Lemmie Charley	Glennallen, AK
Helen K. Simpson	Gakona, Alaska
Lizzie C. Jay	Glennallen Alaska
Scott Heston	Glennallen, Alaska
Julie Leich	Glennallen AK

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NAME	ADDRESS
Louise C. Brenwick	Box 5 - Copper Center, AK
Regina L Fisher	Box 313 Glennallen AK 99588
Harold M. Gustafson	Box 93 Glennallen AK 99588
Paul McKinley	PO Box 13 Laramie WY 82001
Samuel K. Rogers	Box 363 Glennallen AK 99588
Betty J. Rogers	Box 363 Glennallen AK 99588
Thomas John	Box 339 Copper Center AK 99573
Christine Gaggis	Box 233 Glennallen AK 99588
Roger C.	Box 154 Glennallen AK 99588
George Nelson	Box 1 Glennallen AK 99588
John R. Craig	Box 6 Copper Center AK 99573
Ella Charley	Box 691 Glennallen AK 99588
Walt St.	Box 23 Copper Center AK 99573
Robert H. ...	Box 19 Copper Center AK 99573
Robert A. ...	Box 42 Copper Center AK 99573
Walter ...	Box 6 Copper Center AK 99573
Arthur W. Hannell	St Rt. Box 277 AK 99573
Ray J. ...	Box 215 Copper Center AK 99573

HCR

10

COMMITTEE REPORT

HOUSE

FURTHER: FINANCE

(9)

3/16/83

Date: 5/6/83

Mr. Speaker:

The Committee on TRANSPORTATION has had H.R. 10

Relating to access to Whittier, Alaska.

under consideration and reports it back as follows:

- do pass do not pass
 do pass with attached amendments(s)
 replace with CS for H.R. 10 (transportation) same title
 new title
and recommends _____
 AND attaches a "Letter of Intent" New Fiscal Note
 reports it back without recommendation Zero Fiscal Note Attached
 referred to the _____ Committee

**MEMBERS SIGNING
DO PASS**

**MEMBERS HAVING
OTHER RECOMMENDATIONS:**

Admiral Horvath, Do Pass
M.W. Miller
Mike Signorile, Do Pass
Robert Miller
Paul E. Hoff, Do Pass
Little Mike, Do Pass
Bill

W. Wood, Do Pass

Little Mike
CHAIRMAN

Gene Kulawik
Mgvr. P² in ak

562-2177-

willing to be
called to
expand on
letter. Dick Armstrong
says this paragraph
could be expanded
to 60 page report
Call Dick

MEMORANDUM

"Write It—Then We'll All Know"

To GENE KULAWIK

Town Omaha

Anchorage, Alaska

APR 25 '83

Date 4/19/83

Subject WHITTIER TUNNEL REPORT

ANCHORAGE
KIEWIT PACIFIC CO.

Job No.

DC _____ EK _____
DD _____ LS _____
MK _____ ML _____

Dear Gene:

Having spent some time in Whittier when we drove the Pipe Line Tunnel, I know how hard it is to get to Whittier. The study made for the Alaska Department of Transportation lists six alternatives. I personally can't believe the Railroad will share their tunnel. Alternative No. 6 over Portage Pass would be a summer road only. It would appear to me that Alternative No. 5, a new two-way highway tunnel, would be the best in the long run. I would have to accept estimate of cost as I don't know how much support, concrete lining, and ventilation would be required. Another alternative might be two smaller one-way tunnels driven with a mining machine. They should require less tunnel support and concrete lining.

From *W. W. Roberts*

WWR:jhr

W. W. ROBERTS

RECEIVED

APR 27 '83

	Copy	Action
Design & Const.		
Central Region		
Director		
Deputy Director		
Chief Aviation D&C		
Ch Bldg & Harb D&C		
Chief Highways D&C		
Chief Right of Ways		
Chief Tech Services		
Review Engr.		
Admin Officer		
FILE		

CS FOR HOUSE CONCURRENT RESOLUTION NO. 10 (TRANSPORTATION)

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTEENTH LEGISLATURE - FIRST SESSION

Relating to access to Whittier, Alaska.

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

WHEREAS there are a number of places along the railbed of the Alaska Railroad that are paved for temporary use by automobiles when snowslides cover the Seward Highway, making it impassable; and

WHEREAS a significant number of people seek access to and from Whittier, Alaska, and access is limited to service on the Alaska Railroad; and

WHEREAS the railroad service to and from Whittier is inadequate or inconvenient and a significant number of people would prefer to drive to and from Whittier;

WHEREAS highway development to Whittier would create greater recreational opportunities for Southcentral Alaska and provide access to beautiful Prince William Sound thereby adding another important tourism attraction base, along with future harbor facilities;

BE IT RESOLVED by the Alaska State Legislature that the Governor is respectfully requested to direct the Department of Transportation and Public Facilities to complete before the convening of the second session of the Thirteenth Legislature a preliminary design for one way traffic facilities through Whittier tunnels and, if needed, ventilation, lighting and other amenities such as traffic control systems; and provide the legislature with construction cost estimates and projected cost per passenger based on anticipated traffic volume.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES

RECEIVED
Bill Sheffield, Governor
MAR 24 1983

4111 AVIATION AVENUE, POUCH 6900
ANCHORAGE 99502 (TELEX 25-186)

March 21, 1983

The Honorable Mitch Abood
Representative
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Representative Abood:

The following is in response to your recent request regarding Whittier Access.

Attached are xerox copies of the section of the Executive Summary of the Whittier Transportation Options Study (WTOS) which outlines the Alternatives which were considered and the conclusions reached.

The WTOS included an effort to estimate demand for facilities which would increase access to Whittier as well as to assess the technical feasibility of such facilities. In that effort it was assumed that demand resulted from full development of Whittier according to the City comprehensive plan in existence at that time as well as an existing Shotgun Cove Road and Small Boat Harbor. Based on these assumptions and comments received from the public and other interested agencies, the demand to be expected was forecast. In consideration of the extensive technical analysis of the various options coupled with the demand forecast, Alternative 1A was recommended as a short-term solution and Alternative 1 was recommended as a medium to long-term solution. Now that time has provided perspective on the factors underlying the demand forecast, it is appropriate to update and further refine those underlying assumptions. Similarly, it is also an appropriate time to refine the engineering assumptions in light of any new technology which has become available in the interim.

Alternative 1A was developed as a short-term improvement to provide an increase in capacity and convenience until traffic increased significantly in response to full development of the Whittier area. Four trips between Portage and Whittier would be scheduled instead of the existing three. Minor track modifications would facilitate more efficient operations and reduce loading time. An additional two trips daily could be scheduled by basing the shuttle train in Whittier instead of Anchorage, for a total of six trips daily, and bus service would be provided between Portage and Anchorage. Selection of this alternative would not preclude selection of a different alternative at a future date.

Alternative 1A includes the following:

- 1) Ramp and track modifications and improvements and passenger stations at Whittier and Portage. These improvements would facilitate more efficient operations, at a cost of \$854,000 (1983 dollars).

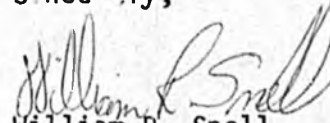
March 21, 1983

- 2) Additional rolling stock and equipment, at a total cost of \$1,464,000 (1983 dollars).
- 3) If the Alternative 1A improvements are used for a longer period (10-20 years), significant tunnel repair work will be needed, at a total cost of about \$10.0 million (1983 dollars). This work would also be required for any other rail-based alternative, including joint rail auto use of the tunnel and to facilitate continued use of the tunnel by the Alaska Railroad. Therefore, expenditures for tunnel improvements would not be "wasted" if an additional "long-term solution" alternative using the existing tunnel is implemented at a future date.

The Department will be looking at the feasibility of converting the existing railroad tunnel into a vehicular tunnel. This would allow an increase in access to Whittier and Prince William Sound. A study to determine the feasibility will begin this spring and there should be sufficient information available on such a proposal of paving the tunnel for vehicular travel by the next legislative session. Once this information is available, a copy will be sent to you.

If our office can be of further assistance please call.

Sincerely,



William R. Snell
Acting Deputy Commissioner
Central Region

Attachments

FINAL REPORT
System Alternatives & Recommendations

WHITTIER
TRANSPORTATION
OPTIONS STUDY

PREPARED FOR
STATE OF ALASKA
DEPARTMENT
OF TRANSPORTATION
AND PUBLIC FACILITIES
ANCHORAGE, ALASKA 99502

MARCH 1981

DMJM Forssen

420 L STREET/SUITE 406/ANCHORAGE,ALASKA 99501 907/274-1554
3250 WILSHIRE BOULEVARD/LOS ANGELES,CALIFORNIA 90010 213/381-3663

IV. TRANSPORTATION ALTERNATIVES, COMPARISONS AND EVALUATION

This chapter describes options applicable to Whittier access and discusses them from several standpoints including feasibility, construction costs, operating costs, convenience of users, safety, short and long term benefits to users, land owners, developers, etc. The options are based on current railroad technology and highway vehicles in various combinations. It is presumed that any selected alternative will require soils investigations, title searches, Environmental Impact Statements and Federal, State and Municipal reviews and approvals prior to engineering, design and construction. These items therefore are not developed further in this section. This discussion is concluded by a summary matrix which compares the features of each alternative.

Null Alternative

This is the existing system and is included only for use as a basis for comparison with alternatives that would improve access to and from Whittier. Under this alternative, Whittier residents will continue to be relatively isolated and will continue to compete with visitor and ferry traffic in and out of Whittier. With the expansion of the Whittier small boat harbor doubling its capacity, increased congestion will occur. Access will continue to become more and more inconvenient under this alternative and the existing system and service level cannot meet the maximum demand. Furthermore, the limited access capacity will act as a constraint to future growth and development in Whittier.

Alternative No. 1 - Improved Auto/Passenger Shuttle Between Bear Valley and Whittier

This alternative is a significant upgrading of the existing shuttle access to Whittier. It would reduce both travel and turn around time by relocating the western terminal from Portage to new facilities in Bear Valley with a new road connecting to the Portage Glacier Visitor's Center access road. The shuttle train would be

based in Whittier rather than Anchorage. It also reduces the waiting time by providing additional regularly scheduled shuttles and extends the daily period of shuttle service. Initially, seven (7) shuttle trips each way over a 12-hour span would be provided with provisions to increase service to thirteen (13) trips each way over 16 hours when travel demand warrants.

The initial service level would have a total capacity of about 350 vehicles per day each direction and approximately 2,100 passengers. In the expanded service, this capacity would increase to approximately 590 vehicles and 3,900 passengers each way. This service would meet about 45% of peak day person trip demand. However, additional passenger coaches could be added to the shuttle train and total person trip demand could thus be met. Auto capacity cannot meet the potential summer maximum demand, however, winter capacity would be adequate.

Total capital cost including the Bear Valley access road, improved terminal facilities, tunnel improvements, new passenger cars, etc. would be approximately \$20 million for the initial system and about \$24 million for the expanded level of service. Annual operating and maintenance costs were estimated at \$559,000 for initial service and just over \$1 million for the expanded system.

Alternative 1 could be implemented relatively quickly and its selection would not preclude the future choice of another alternative. Convenience for Whittier residents is greatly improved without opening Whittier up to unlimited access and the potential congestion which would result. A gradual development of Whittier would be encouraged by this alternative. It would also open Bear Valley to recreational use and to more spectacular views of Portage Glacier. Alternative 1 would result in increased revenues and potential funding subsidies might exist for this alternative.

Alternative No. 1-A - Improved Auto/Passenger Shuttle Between Portage and Whittier

This alternative also consists of upgrading the existing shuttle access to Whittier but retains the existing Portage terminal point. It too reduces waiting time by providing additional regularly scheduled shuttles to provide four (4) trips initially with potential for expansion to six (6) and extends the daily period of shuttle service. The initial service level retains the rail connection to Anchorage but the expanded system calls for bus service on the Anchorage link. Because the distance is identical to the existing route, travel time is the same but by improving the auto loading procedure and adding one set of rail passenger and flat cars, turn around time can be reduced. This alternative has somewhat limited capacity and could not accommodate the full maximum demand levels. However, the initial service improvements would allow about a 33% increase in existing demand and, if expanded, could provide capacity for more than double the average demand experienced during 1979.

This alternative is also a logical first step in a phased development approach. Under any of the other alternatives, some period of time will be required for necessary design and construction before they can be placed in operation. That period could range from two to five years depending on which alternative was selected. Thus, this alternative could serve either as an interim improvement or as a longer term solution. In any event, it does not preclude a later decision to select one of the other options when the demand levels warrant such action.

This alternative is both the least costly and could be implemented in the shortest period of time. Total estimated capital cost for improved terminals, parking, equipment and tunnel improvements is \$8.8 million with annual operating costs ranging from \$504,000 to \$546,000. This alternative would also have the least overall environmental impacts.

Alternative No. 2 - Improved Rail Passenger Service

This alternative includes the rail shuttle between Bear Valley and Whittier as in Alternative No. 1 but also provides direct passenger-rail service from Anchorage to and from Whittier. No loading, unloading, or rehandling of baggage or recreational gear, etc. is necessary along the line. Some persons would find this more attractive, as it provides fast, efficient and convenient service into Whittier. The existing rail/auto shuttle would still be necessary and would be improved by reducing the length of the rail running time by extending the road into Bear Valley.

Initial service on this alternative would provide four (4) shuttle trips each way plus three (3) round trips between Whittier and Anchorage. Expansion potential could increase service to eight (8) shuttle trips and four (4) round trips to Anchorage on the passenger rail.

System capacity would be similar to Alternative No. 1 in that maximum person trip demand could readily be met but auto ferry capacity would not meet the maximum potential demand at full Whittier development. Capital costs would be similar to those of Alternative No. 1 and were estimated at about \$22 million initial and \$26 million for the expanded service. Annual operating costs, however, would be about 50% greater than Alternative No. 1 being estimated at \$793,000 initial and \$1,500,000 for the expanded service.

Overall development and environmental impacts of this alternative are approximately the same as Alternative No. 1.

Alternative No. 3 - One-way Joint Use of Existing Tunnel

This alternative would provide direct auto access by utilizing the existing railroad tunnel through Maynard Mountain between Whittier and Bear Valley. Major tunnel improvements would be required to allow use by both rail and vehicular traffic. Improvements would include lighting, ventilation, widening in selected locations to permit turnouts for disabled cars, paving the tunnel floor for rubber tired vehicles, installation of traffic signals and barriers at

each portal, grouting and lining to eliminate water leakage and ice buildup in winter months, and track reconstruction.

This alternative would have adequate theoretical capacity to accommodate the maximum potential demand. However, delays during peak demand periods could be excessive due to long queues waiting for opposing traffic to clear the tunnel. In addition, disabled vehicles in the tunnel could cause further delays since the tunnel width is inadequate to allow for automobiles to pass. The possibility of a vehicle fire presents safety problems, again due to the inability to clear the tunnel. There are also unresolved institutional issues in this option, particularly acceptance of risk or liability by the State or railroad.

Capital cost for this alternative, estimated at \$36.7 million, is higher than the various rail options but lower than other direct access options. The ventilation requirement is a major item in cost for this alternative. Since the existing tunnel does not have adequate height to allow installation of the required ventilation plenum, the tunnel would have to be enlarged, resulting in extensive rock excavation. Maintenance and operating costs have been estimated at \$390,000 per year. Direct access would eliminate the rail shuttle fares but the possibility of tunnel use tolls could offset these user savings.

Alternative No. 4 - Two-way Joint Use of Widened Existing Tunnel

This alternative would provide direct access to Whittier by widening the existing railroad tunnel to permit adequate highway width for two auto traffic lanes with the rail line confined to one lane. Other improvements to the tunnel would include the same features as in Alternative No. 3.

Operationally, this alternative is much simpler than the single lane tunnel but signals would still be required at each end to control traffic when a train is approaching or in the tunnel. Safety issues are also reduced but potential conflicts still exist as do the liability issues. This alternative has adequate capacity to meet the maximum demand but some potential for delays exist when train movement would close the tunnel to auto use.

Maintenance of rail facilities during the extensive tunnel expansion work would also be difficult. Capital costs for this alternative have been estimated at \$64.3 million with annual operating and maintenance costs of \$440,000.

Alternative No. 5 - New Two-way Highway Tunnel

In this alternative, a new two-lane highway tunnel would be constructed just south of the existing rail tunnel. The new tunnel would be approximately two and one-half miles long, provide lighting, ventilation and emergency phones. As with all highway options, the roadway into Bear Valley would be required but the rail terminal facilities would not be constructed.

Operationally, this alternative presents no rail/auto conflicts and would function simply as a highway. This alternative would provide the highest level of service and reliability of all options considered, would meet maximum demand, and also eliminate the institutional problems associated with joint tunnel use. It would also be the most expensive with capital cost estimated at \$68.3 million and \$440,000 annual operating and maintenance cost.

Alternative No. 6 - Portage Pass Highway

This alternative would provide a two-lane highway from the existing Portage Glacier Visitor's Center into Bear Valley and along the face of Maynard Mountain passing the end of Portage Glacier and over Portage Pass. Several locations in the section on Maynard Mountain may require either snow sheds or a short tunnel to reduce probable avalanche problems in areas of major snow chutes.

From an operational standpoint, this option would function much as other mountain highways and would have adequate capacity to meet maximum demand volumes. However, heavy winter snows, icing conditions and avalanche dangers would present severe road hazards in the winter months and high winds through Portage Pass would be a year round problem, particularly for campers and trailers. There are also steep grades (up to 9%) required between Portage Pass and Whittier which make the roadway more hazardous, particularly in winter months.

There is also a high probability of the highway being closed for periods in the winter, particularly during adverse weather conditions. Since the rail shuttle operations would probably be terminated under this option, this could result in periods of almost total isolation for the residents in Whittier.

Total capital costs for this alternative have been estimated at \$47.8 million with annual maintenance and operating cost of \$270,000.

Summary of Environmental Issues

While no environmental impact studies were made to quantify the various impacts, an overall assessment was conducted. In general some impact would be associated with all options. However, Alternative No. 1-A would produce by far the least impact with only minor upgrading of the Portage terminal area and Whittier terminal involved. Whittier impacts associated with development pressure would also be less than with other options.

Alternatives No. 1 and No. 2 would have similar impact since essentially the same facilities would be developed in both options. The environmental impacts would relate primarily to the Bear Valley Access Road and new terminal facilities in Bear Valley. Development pressures in Whittier would be somewhat greater than with Alternative 1-A, however, they would be more gradual and easier to control than with any of the direct access options.

In the highway options, Alternatives No. 3, 4 and 5 would have approximately equal impacts as they all require development of the Bear Valley road and extensive tunnel construction activities. Development pressures in Whittier would be about equal also given the perception of direct auto access. However, the traffic problems would be greatest with Alternative No. 3 if maximum demand was reached due to the long lines of traffic waiting to use the tunnel. Direct access could also produce severe traffic problems in Whittier given the relatively small land area and limited opportunity to develop adequate circulation and parking systems.

The Portage Pass Highway, Alternative No. 6, has all of the impacts associated with the other direct access options plus a much greater environmental consequence because of the cut along Maynard Mountain and the road through the Pass. While this route would offer excellent vistas of the glacier, it would also be visible from the visitor's center and would detract from that visually aesthetic experience.

Table S-4 presents a comparison matrix summarizing the various features of each alternative.

Cost Effectiveness

In addition to the evaluation factors summarized in Table S-4, an assessment of the relative cost effectiveness of each alternative was accomplished. This analysis was based on the assumption that the maximum demand levels would be reached at some point in time. Capital costs were annualized at various discount rates and then added to annual operating cost. Total annual costs were then divided by annual person trips to determine a cost per trip. Annual person trips were determined on the basis of maximum demand for the direct access alternatives and at system capacity for the rail systems. Table S-5 shows the result of this analysis.

It should be noted that this analysis tends to favor the direct access alternatives since they reflect accommodation of the number of trips under the maximum demand projections while the rail options reflect only the system capacity described in the report. However, as noted in the report, it would be possible to meet person trip demand by adding more passenger cars to the rail options even though auto access would still be limited and therefore user convenience would be lower. If maximum demand were met by the rail systems, direct cost per trip would be substantially lower than for the auto access options. Similarly, the rail options are lower in direct cost at any comparable demand level. This is particularly important since volumes lower than the maximum would undoubtedly prevail for at least a number of years.

Revenue estimates were also made for the rail systems to provide a comparison of potential net public costs since that could bear

TABLE S-4
COMPARISON MATRIX

	ALTERNATIVE							
	NULL	1	1-A	2	3	4	5	6
	No Change	Improved Auto/ Passenger Shuttle	Improved Portage Whittier Shuttle	Improved Rail Passenger Service	One-way Joint Use of Existing Tunnel	Widened Existing Tunnel, Two-way Joint Use	New Vehicle Tunnel	Portage Pass Highway
Use Existing Tunnel	X	X	X	X	X			
Enlarge Existing Tunnel						X		
New Highway Tunnel							X	
New Surface Highway								X
Bear Valley Road		X		X	X	X	X	X
Bear Valley Parking & Facilities		X		X	X			
Tourism/Recreation	None	Low	Low	Low to Medium	Medium	Medium to High	High	High
Employment opportunities	None	Low	Low	Medium	Low	Medium	High	High
Whittier Area Development	None	Low	Low	Medium	Low	Medium	High	High
Environmental Impact	None	Low	Very Low	Low	Low	Medium	Medium	High
Service Level/Capacity	Low	Medium	Medium	Medium	Medium	High	Very High	Very High
Summer Reliability	High	High	High	High	Medium	High	Very High	Very High
Winter Reliability	Medium	High	High	High	Low	High	High	Very Low
Summer Availability	Medium	High	High	High	Medium	High	High	High
Winter Availability	Very Low	Medium	Medium	Medium	Medium	High	High	Very Low
Convenience/Comfort	Very Low	Medium	Medium	Medium	Medium	High	Very High	Very High
Safety	High	High	High	High	Medium	Medium	High	Medium
Probability of Funding	N/A	Medium	Medium	Medium	Medium	Low	Low	Low
Construction/Implementation Time	N/A	Short	Very Short	Short	Medium	Long	Long	Long
Annual Maintenance & Operating Costs (thousands)	N/A	\$559 Initial \$1041 Exp.	\$504 Initial \$546 Exp.	\$793 Init. \$1500 Exp.	\$390	\$440	\$440	\$270
Construction/Capital Cost (millions)	N/A	\$20.0 Init. \$24.2 Exp.	\$8.8	\$21.9 Init. \$26.0 Exp.	\$36.7	\$64.3	\$68.3	\$47.8

TABLE S-5
ESTIMATED COST EFFECTIVENESS

	Alt. 1		Alt. 1-A		Alt. 2		Alt. 3		Alt. 4		Alt. 5		Alt. 6	
	10%	15%	10%	15%	10%	15%	10%	15%	10%	15%	10%	15%	10%	15%
Assumed Discount Rates														
Annual Cap. Cost (\$1000)	2,055	3,030	909	1,203	2,273	3,326	3,706	5,509	6,496	9,862	6,894	10,254	4,875	7,197
Annual O/M Cost (\$1000)	559	559	504	504	793	793	390	390	440	440	440	440	270	270
TOTAL (\$1000)	2,614	3,589	1,413	1,707	3,066	4,119	4,096	5,899	6,936	10,302	7,334	10,794	5,145	7,467
Cap or Demand (1000)	756	756	432	432	576	576	2,727	2,727	2,727	2,727	2,727	2,727	2,727	2,727
Cost Per Trip	\$3.46	\$4.75	\$3.27	\$3.95	\$5.32	\$7.15	\$1.50	\$2.16	\$0.54	\$3.78	\$2.69	\$3.96	\$1.89	\$2.74
Revenue/Trip ¹	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96	\$3.96								
Net Cost/Trip	+\$0.50	\$0.79	+\$0.69	+\$0.01	\$1.36	\$3.19	\$1.50	\$2.16	\$2.54	\$3.78	\$2.69	\$3.96	\$1.89	\$2.74

¹ Revenue per trip based on passenger only revenue as generated in 1979.

on financing feasibility. Revenue per person trip was estimated based on average per passenger (excluding vehicle revenue) during 1979. As shown in the table, when potential revenue is applied, the public cost would be completely covered for both Alternatives 1 and 1-A while being reduced significantly for Alternative No. 2. It would be possible to impose tolls in the direct access options as well and thereby reduce the public costs. However, that would eliminate one of the most significant benefits of those systems.

Summary of Funding Opportunities

The last step in evaluating the various options was to look at potential funding sources. While funding sources and mechanisms are obviously a policy issue, it was considered appropriate to look at possible existing sources, both Federal and State.

At the Federal level, the most likely sources were considered to be the Urban Mass Transit Administration (UMTA), Federal Highways (FHWA) and Federal Railway Administration (FRA). Of these, the UMTA funds were considered highly unlikely since most are applicable to communities over 50,000 population. That would mean funding would have to come through the Municipality of Anchorage where other transit programs are also under consideration. The UMTA Section 18 funds for rural area transit are relatively small and would be inadequate to cover this program.

FHWA funds are allocated to the State in a formula basis. Funds for the direct access options, particularly the new tunnel and Portage Pass Highway would undoubtedly come from the Federal-Aid Primary (FAP) monies. While the allocation of those funds is a policy issue, it did not appear proper to count on such funds for a project of this magnitude given the other highway programs with possible higher immediate demand levels.

At the state level, a current support program is operational on the Whittier shuttle as part of the Marine Highway System. In addition, HR 11737 permits the State to divert up to 5% of its annual FAP funding for capital improvement and operating

assistance on the rail service between Whittier and Portage. These funds could produce between \$750,000 and \$2.5 million annually depending on the allocation methods used. Again, whether these funds would be applicable to joint use options has not been determined.

FRA funds, Section 511, provide up to 100% financing for railroad rehabilitation and improvements primarily oriented to freight related programs. Given the condition of the existing tunnel and trackage, it would appear that participation in the rail alternatives (1, 1-A, or 2) could be a possibility since the improvements would also benefit freight operations. Whether such participation in the joint use options could be obtained is an institutional issue beyond the scope of this study.

In addition, there is the possibility that funding for this project could be obtained through the State Legislative process. This option is obviously a policy issue which would be addressed by the Legislature based on the merits of the specific project proposal and evaluated relative to other priorities statewide.

Based on the evaluation in this study, the most likely sources of funding have been concluded to be:

1. FHWA funding (FAP) through the 5% diversion.
2. FRA participation through loans or grants.
3. Special legislation.

VI. SUMMARY AND CONCLUSIONS

A. Summary

As in virtually every analysis of transportation alternatives, the findings and conclusions of this study represent some compromise and trade-offs between analysis factors. Such trade-offs and compromises are necessary since rarely is one alternative identified as being superior according to all criteria used in the comparison. Furthermore, the relative importance of the evaluation factors depends in some measure on the subjective judgment of the evaluator. This study has maintained an objective position while recognizing the current and potential future growth, development and resulting travel demand in the Whittier area.

Improved Whittier access has been an issue for several years and the subject of several prior studies. Basic findings from this study are not markedly different from those of the prior efforts, although conclusions may vary. Principal findings include the obvious fact that current access is inconvenient and often inadequate. In addition, vehicle access is relatively expensive compared to conventional highway travel.

The cost factor is particularly important to Whittier residents who require an automobile. The need for an auto by non-residents who enter Whittier is reduced because of the small size of the area and the convenient location of the rail terminal. Yet, for those persons wishing to use trailered boats on Prince William Sound, the cost becomes a significant factor and diminishes the desirability of the area. However, with increasing cost for gasoline, the rail shuttle may offer a least costly alternative when compared to other more distant locations which require additional fuel costs offsetting the shuttle fare.

For Whittier residents, one of the major inconveniences, relative to time and costs, is the fact that a person cannot leave and return the same day even during summer months. This situation is aggravated in the winter months because of the three-day per week service schedule. However, all of the alternatives eliminate or reduce this problem.

3. Conclusions

These considerations combined with the analysis conducted in this study lead to the following conclusions:

1. There is a definite need for improved access to Whittier.
2. Improved access can enhance the social and economic climate in Whittier by generating development which in turn will foster improvements to existing services and increase employment opportunities.
3. Expansion of the existing small boat harbor coupled with the relatively short distance to the major population center in Alaska will produce an immediate increase in travel demand. Other factors, such as increased recreation demand as the Anchorage population grows and expanding statewide tourism, will contribute to increased demand for access to Whittier and Prince William Sound in the future. The possibility also exists for increased demand associated with natural resource development and expanded port activity.
4. The existing Whittier - Valdez segment of the State Marine Highway System provides an attractive tourist resource, which possibly could be expanded in the future, and Whittier access is a vital link in that system.
5. Existing population levels in Whittier and the lack of visitor facilities combine to produce a relatively low demand at present.
6. The major highway access alternatives are very expensive and current demand levels do not warrant such costly investments.
7. The single lane joint-use tunnel Alternative No. 3 has many operational and inherent safety problems. In order to produce a reasonable degree of safety, ventilation,

and reliability, this alternative becomes nearly as expensive as the Portage Pass Highway.

8. Unresolved institutional issues, such as the ultimate acceptance of risk and liability by the State or the Alaska Railroad in a joint use operation, further contributes to the questionable feasibility of the joint use options, particularly in single-lane operations.
9. Any of the alternatives examined have adequate reserve capacity to accommodate significant growth in person trip demand. Furthermore, the rail based alternatives have exceptional flexibility to accept future increases by adding additional passenger coaches. The rail based alternatives are, however, somewhat limited in their ability to accommodate major growth in the number of automobiles transported.
10. Traffic congestion and parking problems in Whittier could become severe with the unlimited auto access alternatives and would produce significant increases in local costs for streets, parking facilities, police and security.
11. At maximum demand or capacity levels, the highway based alternatives show better cost effectiveness in terms of total annual capital and operating cost per trip. However, the revenues generated by fares in the rail based systems more than off-set the public sector costs for Alternatives 1 and 1-A. Furthermore, maximum demand levels identified will not occur immediately, and at demand levels under about 1.2 million person trips per year, the total cost per trip for Alternatives 1 and 1-A is less than any highway option even without considering revenue off-sets.

12. Only Alternative No. 1-A offers almost immediate access improvement. All others will require from three to five years to implement since engineering design, environmental studies, permit and review processes as well as construction are required. In addition, most costs associated with Alternative 1-A are applicable to Alternatives 1 and 2. Suggested improvements in the rail system under this alternative will benefit future rail operations even if one of the highway alternatives (except Number 3 and 4 which introduce auto/rail conflicts) is ultimately implemented.
13. Implementation of Alternative 1 or 1-A does not preclude access improvements in the future since all higher level alternatives require access to or through Bear Valley and the improvements to the existing rail tunnel will benefit all future rail operations.

C. Recommendation

Based on the analysis and evaluation conducted in this study, the potential funding options and the conclusions reached, this study recommends that Alternative 1-A be implemented as a first stage toward developing Alternative 1 when design and funding become available.

That action would provide some early improvement to relieve existing problems and would, with implementation of Alternative 1, provide adequate capacity for significant increase in demand in the future. A further significant advantage to this approach is that virtually all investment for capital improvement is fully applicable to a decision to implement one of the more expensive direct access alternatives in the event that future demand or other factors warrant such as major harbor expansion with attendant rail demand warrant a higher level facility or preclude use of the existing railroad tunnel.

Consideration should be given to utilizing some funds through the 5% diversion of the State allocation of FAP funds for capital cost and operating assistance. The level of operating subsidy to reduce user cost is a policy issue to be decided at the Legislative level.

HCR

25

HCR 25 TITLE & SPONSOR SUMMARY
AMENDED TITLE: CSHCR 25(TRSP)
REQUESTING A SPEED ZONE IN NIKISHKA, KENAI BOROUGH

11:16 6/27/83 PAGE 1 OF 3

PRIME SPONSOR: CATO.
CO-SPONSORS: MALONE.
CURRENT STATUS: 4/29/83 IN (S) RULES

HCR 25 HOUSE ACTION
DATE SEQ PAGE

11:16 6/27/83 PAGE 2 OF 3

LEGISLATIVE ACTION

03/14/83 01 0476
04/04/83 02 0709
04/19/83 03 0929
04/19/83 04 - 0929
04/19/83 05 0929
**** ** **

FIRST READING -- COMMITTEE REPORTS
TRAN -- CS03, OTHER02
SECOND READING
TRAN CS ADOPTED BY UNAN CONSENT
PASSED BY DIV 38-00-02
*** ** *

HCR 25 SENATE ACTION
DATE SEQ PAGE

11:16 6/27/83 PAGE 3 OF 3

LEGISLATIVE ACTION

04/20/83 06 0758
04/29/83 07 0841
**** ** **

FIRST READING -- COMMITTEE REPORTS
TRAN -- DP03
RULES
*** ** *

Introduced: 3/14/83
Referred: Transportation

1 IN THE HOUSE

BY CATO AND MALONE

2

HOUSE CONCURRENT RESOLUTION NO. 25

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Requesting a speed zone in Nikishka,

6

Kenai Borough.

7

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

8

WHEREAS The Nikishka Chamber of Commerce requests the establishment of

9

a 35 m.p.h. speed zone on the state highway from Land Marine at mile 26 to

10

Old Pines Bar at mile 26.7 in Nikishka, Kenai, Borough; and

11

WHEREAS the commercial buildings and fire station within the zone have

12

created a high density of pedestrian traffic; and

13

WHEREAS a crosswalk will be established at mile 26.1 in front of the

14

laundry building to the shopping center; and

15

WHEREAS a speed zone will help to assure the safety of a pedestrian in

16

this area;

17

BE IT RESOLVED by the Alaska State Legislature that the governor is

18

respectfully requested to direct the commissioner of transportation and

19

public facilities to ^{investigate the possibility of} ~~establish~~ a 35 m.p.h. speed zone on the state highway

20

between mile 26 and ^{ing} ~~mile~~ 26.7 in Nikishka, Kenai Borough.

COMMITTEE REPORT

HOUSE

FURTHER:

(9)

3/14/83

Date:

3/30/83

Mr. Speaker:

The Committee on TRANSPORTATION has had HCR 25

Requesting a speed zone in Nikishka, Kenai Borough.

under consideration and reports it back as follows:

do pass do not pass

do pass with attached amendments(s)

replace with CS for

HCR 25

same title
 new title

and recommends Do Pass

AND attaches a "Letter of Intent"

New Fiscal Note

reports it back without recommendation

Zero Fiscal Note Attached

referred to the _____ Committee

MEMBERS SIGNING DO PASS

Adelheid Hermann, Do Pass

Mike Davis A Pass as amended

Shelby Lee Fisher, Do Pass

Mr. James C. De Haan

M.W. Miller Do Pass

MEMBERS HAVING OTHER RECOMMENDATIONS:

M.W. Miller Vice-Chairman

CHAIRMAN

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

26.0-26.7

7901166	790218	1645	117600	26.43	9	2				1,300	07	1	04
7903360	790403	0001	117600	26.49	9	1				4,500	40	5	04
7908436	790831	1745	117600	26.44	9	1		2		1,000	05	3	01
8014272	801215	1645	117600	26.44	3	2		2		7,100	08	2	04
8013898	801215	1645	117600	26.44	3	2		1		6,400	08	1	04

26.0-26.7

7903360	790403	0001	117600	26.49	9	1			4,500	40	5	04
7908436	790831	1740	117600	26.44	9	1		2	1,000	05	3	01
8001238	800125	0650	117600	26.80	9	1			3,500	05	1	04
8014272	801215	1645	117600	26.44	3	2		2	7,100	08	2	04
8013898	801215	1645	117600	26.44	3	2		1	6,400	08	1	04
8010629	800915	0100	117600	26.44	9	1		1	1,000	17	2	02
7806878	780615	1400	117600	25.94	9	1	1			40	3	01
7802887	780225	1100	117600	27.12	9	2			700	12	1	05
7819254	781102	1743	117600	26.64	9	2	1	2	4,000	06	6	01
7713066	770909	1640	117600	26.16	9	1		1	2,800	40	1	02

RECORD STATS: 32 FOUND: 22 READ: 22 QUALIFIED.

TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > <

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YYMMDD				POINT	DIA-	VEH	FAT	INJ	INJ			CHAR	COND
					GRAM								

7713765	770923	2115	117600	25.94	1	2		2	3	5,000	07	1	01
7711112	770731	2100	117600	27.10	1	2				900	12	1	01
7710832	770725	0016	117600	27.04	9	1		3		4,000	15	3	01
7705060	770329	1718	117600	26.80	4	1		1		1,100	08	6	10
7715266	771024	1355	117600	26.54	4	2				220	08	1	01
7715608	771031	1600	117600	26.50	8	2				1,200	08	1	04
7712153	770821	1730	117600	26.50	9	1				300	14	-	-
7701826	770202	1710	117600	26.34	1	2				3,300	07	1	02
8107400	810725	1500	117600	26.74	9	2				600	08	1	01
8106689	810707	1245	117600	26.57	3	3			5	4,200	08	2	01

RECORD STATS: 32 FOUND: 32 READ: 32 QUALIFIED.

RECORD STATS: 32 FOUND: 32 READ: 32 QUALIFIED.

TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > <

26.0-26.7

ACCNR	ACCDTE	TIME	ROUTE	MILE	ACC	NBR	TOT	MAJ	MIN	DAMAGE	TYPE	ROAD	ROAD
	YYMMDD			POINT	DIA-	VEH	FAT	INJ	INJ			CHAR	COND
GRAM													
7901166	790218	1645	117600	26.43	9	2				1,300	07	1	04
7903360	790403	0001	117600	26.49	9	1				4,500	40	5	04
7908436	790831	1740	117600	26.44	9	1			2	1,000	05	3	01
8014272	801215	1645	117600	26.44	3	2			2	7,100	08	2	04
8013898	801215	1645	117600	26.44	3	2			1	6,400	08	1	04
8010629	800915	0100	117600	26.44	9	1			1	1,000	17	2	02
7819254	781102	1743	117600	26.64	9	2		1	2	4,000	06	6	01
7713066	770909	1640	117600	26.16	9	1			1	2,800	40	1	02
7715266	771024	1355	117600	26.54	4	2				220	08	1	01
7715608	771031	1600	117600	26.50	8	2				1,200	08	1	04
7712153	770821	1730	117600	26.50	9	1				300	14	-	-

RECORD STATS: 13 FOUND; 11 READ; 11 QUALIFIED.
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MORE

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	YYMMDD			POINT	DIA-	VEH	FAT	INJ	INJ			CHAR	COND
GRAM													
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8106689	810707	1245	117600	26.57	3	3			5	4,200	08	2	01

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25.3-27.4

ACCNR	ACCDTE	TIME	ROUTE	MILE	ACC	NBR	TOT	MAJ	MIN	DAMAGE	TYPE	ROAD	ROAD
	YYMMDD			POINT	DIA-	VEH	FAT	INJ	INJ			CHAR	COND
GRAM													
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8013980	801219	1945	117600	25.39	1	2			2	1,900	07	1	01
7811142	780920	0800	117600	25.69	9	2			4	3,000	07	3	02
7801479	780128	1425	117600	25.69	4	2		2		7,000	08	3	04
7803644	780317	1040	117600	25.42	9	1				5,000	40	1	01
7801979	780207	1745	117600	25.93	9	2		1	2	10,000	05	1	04
7819372	781219	2100	117600	25.69	9	1				100	40	2	04
7814639	781108	0830	117600	25.69	1	2				100	08	1	01
7718820	771224	1250	117600	25.59	9	1				2,550	30	2	04
8107005	810714	1415	117600	25.79	1	2				502	07	1	02
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ACCNR	ACCDTE	TIME	ROUTE	MILE	ACC	NBR	TOT	MAJ	MIN	DAMAGE	TYPE	ROAD	ROAD
-------	--------	------	-------	------	-----	-----	-----	-----	-----	--------	------	------	------

GRAM

ACCDTE	TIME	ROUTE	MILE	ACC	NBR	TOT	MAJ	MIN	DAMAGE	TYPE	ROAD	ROAD	
YYMMDD			POINT	DIA-	VEH	FAT	INJ	INJ			CHAR	COND	
				GRAM									
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7903360	790403	0001	117600	26.49	9	1			4,500	40	5	04	
7908436	790831	1740	117600	26.44	9	1		2	1,000	05	3	01	
8001238	800125	0650	117600	26.80	9	1			3,500	05	1	04	
8014272	801215	1645	117600	26.44	3	2		2	7,100	08	2	04	
8013898	801215	1645	117600	26.44	3	2		1	6,400	08	1	04	
8010629	800915	0100	117600	26.44	9	1		1	1,000	17	2	02	
8006878	780615	1400	117600	25.94	9	1		1		40	3	01	
8002887	780225	1100	117600	27.12	9	2			700	12	1	05	
8019254	781102	1743	117600	26.64	9	2		1	2	4,000	06	6	01
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ACCDTE	TIME	ROUTE	MILE	ACC	NBR	TOT	MAJ	MIN	DAMAGE	TYPE	ROAD	ROAD	
YYMMDD			POINT	DIA-	VEH	FAT	INJ	INJ			CHAR	COND	
				GRAM									
7713765	770923	2115	117600	25.94	1	2		2	3	5,000	07	1	01
7711112	770731	2100	117600	27.10	1	2				900	12	1	01
7710932	770725	0016	117600	27.04	9	1		3		6,000	15	3	01
7705060	770329	1718	117600	26.80	4	1		1		1,100	08	6	10
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7715608	771031	1600	117600	26.50	8	2				1,200	08	1	04
7712153	770821	1730	117600	26.50	9	1				300	14	-	-
7701826	770202	1710	117600	26.34	1	2				3,500	07	1	02
8107400	810725	1500	117600	26.74	9	2				600	08	1	01
8106689	810707	1245	117600	26.57	3	3			5	4,200	08	2	01

RECORD STATS: 32 FOUND; 32 READ; 32 QUALIFIED.

RECORD STATS: 32 FOUND; 32 READ; 32 QUALIFIED.

TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING. > <

- 32 qualified Accidents since 1977 mainly rear-end and side collisions
 - DOT says it could "qualify" for reducing speed.



Nikishka Chamber of Commerce

P.O. Box 8053

Nikishka Rural Branch

Kenai, Alaska 99611

(907) 776-8347

February 17, 1983

Representative Bette Cato
House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Bette:

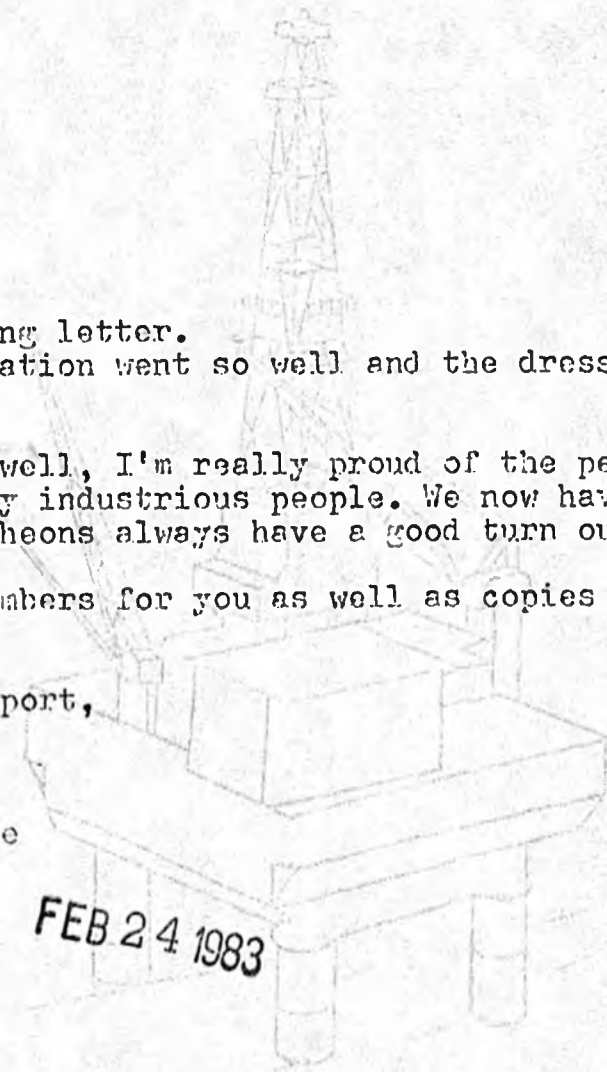
Thank you for the encouraging letter.
I was glad to hear your vacation went so well and the dress worked
out so well.

Our Chamber is going quite well, I'm really proud of the people
of our area as they are very industrious people. We now have about
eighty members and our luncheons always have a good turn out.

I am enclosing a list of members for you as well as copies of
minutes and resolutions.

In appreciation of your support,

Dec Rappe
Dec Rappe, Secretary
Nikishka Chamber of Commerce



FEB 24 1983



Nikishka Chamber of Commerce

P.O. Box 8053

Nikishka Rural Branch

Kenai, Alaska 99611

(907) 776-8347

February 1, 1983

Kenai Peninsula Borough
Soldotna, Alaska 99669

Ladies and Gentlemen:

The Nikishka Chamber of Commerce urges you to support and approve the following resolution:

RESOLUTION

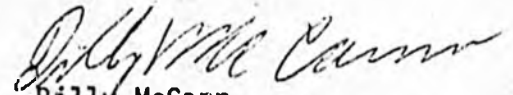
SUPPORTING A DIRECT GRANT FROM THE STATE LEGISLATURE FOR THE PURCHASE AND REPLACEMENT OF FIRE APPARATUS FOR THE NIKISKI FIRE SERVICE AREA.

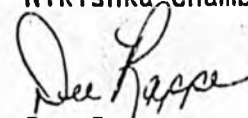
WHEREAS, this apparatus must have the capability to combat petro/chemical and structural related incidents; and

WHEREAS, our structural apparatus is ten years old and does not meet our total requirements;

NOW THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:

Section 1 That a sum of money in the amount of \$400,000 for fire apparatus purchase be granted by the First Session, Thirteenth Legislature of the State of Alaska to the Kenai Peninsula Borough for the purpose of assisting in this purchase for this apparatus.


Billy McCarn
President
Nikishka Chamber of Commerce


Dee Rappe
Secretary
Nikishka Chamber of Commerce



Nikishka Chamber of Commerce

P.O. Box 8053

Nikishka Rural Branch

Kenai, Alaska 99611

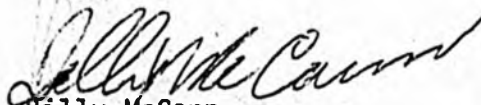
(907) 776-8347

February 10, 1983

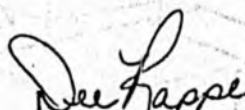
Kenai Peninsula Borough
Soldotna, Alaska 99669

Ladies and Gentlemen;

Please consider a resolution from the Nikishka Chamber of Commerce directing the Kenai Peninsula Borough to request \$100,000.00 from the State Department of Transportation for the design and planning of a bike trail from Captain Cook Park to the Soldotna Y.



Billy McCann
President, Nikishka Chamber
of Commerce



Dee Rappe
Secretary, Nikishka Chamber
of Commerce

cc: Bette Cato, Representative
Hugh Malone, Representative
Senator Paul Fisher
Senator Don Gilman
Council of Chambers of Commerce
Mayor Ron Malston
Mayor Justin Maile

NIKISHKA CHAMBER OF COMMERCE
RESOLUTION 83-2

CREATE A 35 MILE SPEED ZONE PARALLELING THE NIKISHKA SHOPPING CENTER.

WHEREAS, the Nikishka Chamber of Commerce requests a lower speed zone from 55 mph to 35 mph; and

WHEREAS, this zone will be between Land Marine and the old Pines Bar; and

WHEREAS, this zone relates to mile 26 to mile 26.7 Spur Highway; and

WHEREAS, a crosswalk will be painted at mile 26.1 in front of the laundry building to the shopping center;

NOW THEREFORE, BE IT RESOLVED BY THE STATE DEPARTMENT OF TRANSPORTATION:

Section 1: That this proposal will insure the safety to the pedestrian who is doing business at this location.

ADOPTED BY THE NIKISHKA CHAMBER OF COMMERCE ON THIS
10th DAY OF February, 1983.

ATTEST:

Billy McCann
Billy McCann, President

Dee Rappé
Dee Rappé, Secretary

have a bill drafted
for speed zone per
resolution — only add
a where as that the
fire station is in this
enclosed area

NIKISHKA CHAMBER OF COMMERCE

Membership

<u>Name</u>	<u>Address</u>	<u>Telephone</u>	<u>Paid</u>
M. or Dolores McGahan McGahan Enterprises	Drawer Z Nikishka Br. Kenai, Ak. 99611	776-8111	100.00 ck# 1718
McGahan Utilities, Inc. M. or Dolores McGahan	" " " " "	" "	100.00 ck# 1027
Dee Rappe Delars	Drawer E Nikishka Br. Kenai, Alaska 99611	776-2347	100.00 ck# 2682
Louis F. Olivia Jr. L. & J. Enterprises	Rt. 1 Box 853-2 Kenai, Alaska 99611	776-8656	100.00 ck# 0842
Alfred B. Willis Carolina M. Willis	Box 8349 Nikishka Br. Kenai, Ak. 99611	283-4202	20.00 ck# 3087
Halls Instrument Serv. Gilman, Linda Hall	Box 8149 Nikishka Br. Kenai, Ak. 99611	776-8881	100.00 ck# 2810
Ann or Onis King Onis A & S Co. Inc.	Box 7078 Nikishka Br. Kenai, Alaska 99611	776-8256	100.00 ck# 709
Tony & Roxanne McGahan	Box 142 Kenai, Ak. 99611	776-8038	40.00 cash
Billy A. McCann	Box 223 Kenai, Ak. 99611	776-8335	20.00 ck# 2264
National Bank of Alaska Nikishka Branch	Box 7193 Nikishka Br. Kenai, Ak. 99611	776-8118	100.00 ck#
Scott Hagen	Rt. 1 Box 169-1 Kenai, Ak. 99611	283-7518	20.00 ck# 4325
Mamie & Joe Becker Nikishka Furniture	Box 7186 Nikishka Br. Kenai, Ak. 99611	776-8825 776-8779	100.00 ck# 1938
Ken & Anna Rice Ken's Auto Supply	Box W, Nikishka Br. Kenai, Ak. 99611	776-8163	100.00 ck# 7678
Karti & Merrill McGahan Merrill Enterprises	Box 8000 Nikishka Br. Kenai, Ak. 99611	776-8612	100.00 ck# 1937

Merrill & Marti McGahan	Box 7110 Nikishka Br.	776-8545	100.00
Larry's Nikishka Union	76 Kenai, Ak.	99611	ck# 1777
Peninsula Travel	Box 2829	262-9305	100.00
Claudia Ferguson	Soldotna, Ak.	99669	ck# 597
Kenai Peninsula Newspaper	Box 4330	283-7551	100.00
(Clarion)	Kenai, Ak.	99611	ck# 2399
Bette Cato	Box 775	835-4568	20.00
	Valdez, Ak.	99686	cash
Thelma McConnell	Box 7026 Nikishka Br.	776-8021	100.00
Hunger Hut	Kenai, Ak.	99611	ck# 1095
Lighthouse Inn	Box 7062 Nikishka Br.	776-8543	100.00
Jinda & Murdock Williams	Kenai, Ak.	99611	ck# 5154
Don Gilman	Box 630	283-4182	20.00
	Kenai, Alaska	99611	cash
Chris Martin	Box 1298	283-4639	20.00
	Kenai, Ak.	99611	ck# 2015
William Stidd	Box 8327 Nikishka Br.	776-5209	20.00
	Kenai, Ak.	99611	ck# 2904
Nina Strobran	Box 1253	776-5210	20.00
	Kenai, Ak.	99611	cash
Mildred Thompson	Box 8059 Nikishka Br.	776-8984	20.00
	Kenai, Alaska	99611	cash
Linda Laughridge	Rt. 1 Box 920	776-8514	20.00
	Kenai, Ak.	99611	ck# 1430
Rosco & Donna Myers	Box 7175 Nikishka Br.	776-5242	40.00
	Kenai, Ak.	99611	cash
Terry King	Box 7078 Nikishka Br.	776-8256	20.00
	Kenai, Ak.	99611	cash
Sharon Wik	Box 8037 Nikishka Br.	776-8254	20.00
	Kenai, Ak.	99611	ck# 128

Shirley & Larry DeVault	Box 7121 NRB	776-8561	\$40.00
Gart Enterprises Gustave & Ruth Johnson	Rt. 1 Box 1282 Kenai, AK 99611	776-8360	\$100.00 ck#4379
Loren Gordon		776-8810	\$20.00 cash
Howard R. Johnson	Box 919 Kenai, AK 99611	776-8530	\$20 cash
Magnetics of Alaska Dorothy, Joe, Jim Ricks	Box 878 Kenai, AK 99611	776-8639	\$100 ck#3776
Chuk Wagon Dorothy, Jim, Joe Ricks	Box 878 Kenai, AK 99611	776-8639	\$100.00 ck#3776
Homer Electric Assoc. Inc. <i>Kent Wick</i>	Box 429 Homer, AK 99603		\$100.00 ck#58074
M.L.DeShong Contractor	Rt. 1 Box 365 Kenai, AK 99611	776-8778	\$100.00 ch#6836
Paul Fischer	Box 784 Soldotna, AK 99669	262-9420	\$20.00
Enstar Natural Gas Co.	POBox 6288 Anchorage, AK 99502		\$100.00 ch#01945
David S. Landrey	Box 8142 NRB Kenai, AK. 99611		\$20.00
TBE Machine Co. Jack & Nancy Focose	Box 7181 NRB Kenai, AK 99611	776-8146	\$100.00 ch#1672

Northland Fun Palace Jim and Rita Goff	Kenai, AK 99611	776-8289	\$100.00 ch#403
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R.L. Wood, Ent. Ray Wood/Jacque Dusenburg	Box 8360 NRB Kenai, AK 99611	776-8156	\$100.00
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Sleeper's Trailer Court Clarence/Rita Aumiller	Kenai, AK 99611	776-8291	\$100.00 ch# 2561
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Georgene Wallin	P.O.Box 3412 Soldotna, AK 99669	776-5445	\$20.00 ch# 168
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James L. Davidson	P. O. Box 8389 NRB Kenai, AK 99611	776-8297	\$20.00 ch#2012
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John Phillips	Box 7071 Kenai, AK 99611		\$20.00 cash
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Dee & Fred Rector	Box 8094 NRB Kenai, AK 99611		\$20.00
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Union Chemicals Division Union Oil of California	Box 575 Kenai, AK 99611		\$100.00
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Stewart Brandon Joanne Brandon	Box 8093 NRB Kenai, AK 99611		\$40.00 ch#5557
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Alaska Marine Services James & LaWanda Davidson	Box 8389 NRB Kenai, AK 99611	776-8297	\$100.00 ch#2079
Jim Spracker	Parsons Lake Box 1251 Kenai, AK 99611	776-8303	\$20.00 cash
Stan Thompson	Box 217 Kenai, AK 99611	776-8721	\$20.00 cash
Dennis Thompson Realty	Box 217 Kenai, AK 99611	776-8721	\$100.00 ch#234
Jim Satathite Welding	Rt. 1 Box 1208 Kenai, AK 99611	776-8681	\$100.00 ch#1817
Dennis Sale	Box 3203 Soldotna, AK 99669	283-7551	\$20.00 ch#300712
Qwick Construction Co., Inc. Helen and Bill <i>Creighton</i>	Box 7062 NRB Kenai, AK 99611	776-8418 office 776-8229 shop	\$100.00 ch#6671
Jim Graige	Box 8328 NRB Kenai, AK 99611		\$20.00 cash
Lamplight Chevron Jim & Shirley Conklin	Box 8287 NRB Kenai, AK 99611	776-8346	\$100.00 ch#2032
Anna Rice	Box W NRB Kenai, AK 99611	776-8163 776-8896	\$20.00 cash
Joe W. Becker	Box 7157 NRB Kenai, AK 99611	776-8779	\$20.00 cash

Buyer's Corner Paul & Nancy Gray	Box 1302 Soldotna, AK 99669	262-4600	\$100.00 ch#2897
Lola D. Johnson	Box 8132 NRB Kenai, AK 99611	776-8715	\$20.00 ch#1261
Randolph A. Ernst	Box 7092 NRB Kenai, AK 99611	776-8645	\$20.00 ch#3804
Norma J. Thornton	Box '2 NRB Kenai, AK 99611	776-8325	\$20.00 ch#0801
Andy Wicker	Box W NRB Kenai, AK 99611	776-8163	\$20.00 cash
GEO-VANN Kent L. Coder	Box 2641 Kenai, AK 99611	283-7812	\$100.00 ch#528
Dorothy L. Eby	Box 8244 NRB Kenai, AK 99611	776-8367	\$20.00 ch#677
David & Cheryl Featherstone	Star Route I Kenai, AK 99611		\$40.00 ch#2565
Harry & Rozella Drew	Box 253 Kenai, AK 99611	776-8592	\$40.00 cash
Vernon C. Keller	Box 7025 NRB Kenai, AK 99611	776-8506	\$20.00 ch#3291
Susan V. Nielsen	Box 518 Kenai, AK 99611	776-8593	\$20.00 ch#1309
Wade Oilfield Welders Jesse Wade	Star Rt. 1 Box 335 Kenai, AK 99611	776-8138	\$100.00 ch#08864
Peninsula Savings & Loan Carol Ann Love/Gaye Hopkins	Pouch 1000 Soldotna, AK 99669	262-9166	\$100.00 ch#0-1790-5

NIKISHKA CHAMBER OF COMMERCE

RESOLUTION 83-2

CREATE A 35 MILE SPEED ZONE PARALLELING THE NIKISHKA SHOPPING CENTER.

WHEREAS, the Nikishka Chamber of Commerce requests a lower speed zone from 55 mph to 35 mph; and

WHEREAS, this zone will be between Land Marine and the old Pines Bar; and

WHEREAS, this zone relates to mile 26 to mile 26.7 Spur Highway; and

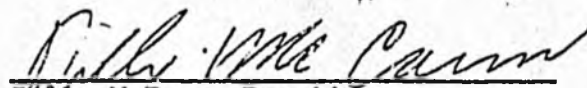
WHEREAS, a crosswalk will be painted at mile 26.1 in front of the laundry building to the shopping center;

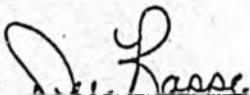
NOW THEREFORE, BE IT RESOLVED BY THE STATE DEPARTMENT OF TRANSPORTATION:

Section 1: That this proposal will insure the safety to the pedestrian who is doing business at this location.

ADOPTED BY THE NIKISHKA CHAMBER OF COMMERCE ON THIS
10th DAY OF February, 1983.

ATTEST:


Billy McCann, President


Dee Rappe, Secretary

THE FOLLOWING DOCUMENT(S) MAY NOT FILM
LEGIBLY BECAUSE OF POOR QUALITY OF THE
ORIGINAL.

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. Fishing/Working On Car
11. Parking in Roadway
12. Playing in Roadway
13. Other Actions in Roadway
14. Not in Roadway (Indicate)
15. Alcohol Intoxication

TRAFFIC CONTROL

1. Signs
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
22. 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/Wooded/Land
7. Recreational/Park/Compy

APPARENT CONTRIBUTING FACTORS

1. None

HUMAN

2. Alcohol Test Given
3. Alcohol 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. Low Consciousness
14. Passenger Distraction
15. Passeng or Load Usage Improper
16. Pedestrian Error/Confusion
17. Physical Condition
18. Prescription Medication
19. Traffic Control Device Disturbed
20. Turning Improperly
21. Unsafe Speed
22. Other

VEHICULAR

41. Acceleration Defective
42. Brake Defective
43. Headlight Defective
44. Other Lighting Defective
45. Overloaded Vehicle
46. Steering Failure
47. Tire Failure/Improper
48. Tow Hitch Defective
49. Windshield Improper
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. Excessive Congestion
74. Improper Signage
75. Shoulders
76. Signs Missing/Improper
77. Traffic Signal Inoperative
80. Other

Vehicle

1. 27

Vehicle

1. 21

Vehicle

2. 24

Vehicle

3. 25

Driver

1. 26

Alcohol Test Result

2. 2

Alcohol Test Result

ROADWAY CHARACTER

1. Straight and Level
2. Straight and Grade
3. Straight and Hill/Slope
4. Curve and Level
5. Curve and Grade
6. Curve and Hill/Slope

STATE OF ALASKA

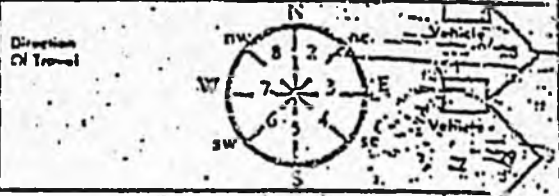
Police Accident Report

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"



WATER CONDITION

1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
10. Other

Location of Most Severe Physical Complaint

1. Head
2. Face
3. Eye
4. Neck
5. Chest
6. Arms
7. Shoulder-Upper Arm
8. Elbow-Lower Arm/Hand
9. Abdomen/Back
10. Hip/Upper Leg
11. Knee/Lower Leg/Foot
12. Entire body
13. None

Type of Physical Complaint

1. Amputation
2. Concussion
3. Internal
4. Minor Bleeding
5. Severe Bleeding
6. Minor Burn
7. Moderate Burn
8. Severe Burn
9. Fracture-Dislocation
10. Contusion/ Bruise
11. Abrasion
12. Complaint of Pain
13. None Visible

PRE-ACCIDENT VEHICLE ACTION

1. Going Straight Ahead
2. Making Right Turn
3. Making Left Turn
4. Making U-Turn
5. Spawning from Parking
6. Spawning in Traffic
7. Stopping 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. Sliding
17. Out of Control
20. Other

LIGHT

1. Daylight
2. Twilight
3. Dark, Streetlight
4. Dark
5. Rain
6. Snow/Fall
7. Fog/Smog/Smoke/Fog
10. Other

WEATHER

1. Clear
2. Cloudy

LOCATION OF FIRST EVENT

1. On Roadway
2. Off Roadway

SIGNED TEMPERATURE INDICATION (°F)

VEHICLE OCCUPIED

1. Driver

2. Passenger

3. Riding/Hanging On Outside

4. Bicycle

5. Pedestrian

6. Other

POSITION IN/ON VEHICLE

1. Driver

2. Passenger

3. 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

Victim's Physical and Emotional Status

1. Apparent Death
2. Unconscious
3. Semiconscious
4. Inebriated
5. Shock
6. Conscious

Injured Taken To:

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

Collision With:

1. Pedestrian
2. Motorcycle
3. Train
4. Animal
5. Mass

Need Object:

12. Bridge/Overpass
14. Building
15. Culvert
16. Curbs/Wall
17. Ditch
18. Divider
19. Parking Marker
20. Traffic Light
21. Sign Post
22. Sign Post
23. Utility Pole
24. Other Support
25. Embankment
26. Fence
27. Guard Rail
28. Machinery
29. Tree/Shrub
30. Other Object
31. Animal

EJECTION FROM VEHICLE

1. Not Ejected
2. Partially Ejected
3. Ejected

Injured Taken By:

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

First Aid:

12. Parked

Non-Collision:

40. Overturn
41. Leaf Implosion
42. Immersion
43. Car Inhab.
50. Other

Vehicle

1. 30

Vehicle

2. 31

Vehicle

3. 32

Vehicle

4. 33

Vehicle

5. 34

Vehicle

6. 35

20. State swipe

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

26.0-26.7

ACCNBR	ACCDTE	TIME	ROUTE	MILE	ACC	NBR	TOT	MAJ	MIN	DAMAGE	TYPE	ROAD	ROAD
YYMMDD				POINT	DIA-	VEH	FAT	INJ	INJ			CHAR	COND
GRAM													
7901166	790218	1645	117600	26.43	9	2				1,300	07	1	04
7903360	790403	0001	117600	26.49	9	1				4,500	40	5	04
7908436	790831	1740	117600	26.44	9	1		2		1,000	05	3	01
8014272	801215	1645	117600	26.44	3	2		2		7,100	08	2	04
8013898	801215	1645	117600	26.44	3	2		1		6,400	08	1	04
8010629	800915	0100	117600	26.44	9	1		1		1,000	17	2	02
7819254	781102	1743	117600	26.64	9	2		1	2	4,000	06	6	01
7713066	770909	1640	117600	26.16	9	1		1		2,800	40	1	02
7715266	771024	1355	117600	26.54	4	2				220	08	1	01
7715608	771031	1600	117600	26.50	8	2				1,200	08	1	04
7712153	770821	1730	117600	26.50	9	1				300	14	-	-

RECORD STATS: 13 FOUND; 11 READ; 11 QUALIFIED.

TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

MORE

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

7701826	770202	1710	117600	26.34	1	2				3,500	07	1	02
8106689	810707	1245	117600	26.57	3	3		5		4,200	08	2	01

RECORD STATS: 13 FOUND; 13 READ; 13 QUALIFIED.

25.3-27.4

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

8000261	800106	2050	117600	25.69	2	2				3,500	08	3	04
8013980	801219	1945	117600	25.39	1	2		2		1,900	07	1	01
7811142	780920	0800	117600	25.69	9	2		4		3,000	07	3	02
7901479	780128	1425	117600	25.69	4	2		2		7,000	08	3	04
7803644	780317	1040	117600	25.42	9	1				5,000	40	1	01
7801979	780207	1745	117600	25.93	9	2		1	2	10,000	05	1	04
7819372	781219	2100	117600	25.69	9	1				100	40	2	04
7814637	781108	0830	117600	25.69	1	2				100	08	1	01
7712820	771224	1250	117600	25.59	9	1				2,550	30	2	04
8107005	810714	1415	117600	25.79	1	2				502	07	1	02
7901166	790218	1645	117600	26.43	9	2				1,300	07	1	04

RECORD STATS: 32 FOUND; 11 READ; 11 QUALIFIED.

TYPE 'X' BEFORE DEPRESSING 'ENTER' KEY TO STOP READING.) (

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