

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672
6207 HOUSE TRANSPORTATION

8/1

Chronology of Events
Juneau Road Access
Page 4

in excess of those available to the State from FHWA can not be considered a satisfactory commitment for Federal-aid highway program purposes."

1989 March 8 - Report released by the Juneau Economic Development Council entitled "Juneau Road Access Improvements" which recommends high speed ferries as the short term alternative with long term commitment to hard link access recommended.

1989 March 8 - in response to the JEDC report, Senator Duncan:

1. requests that DOT/PF complete the Marine Highways' Master Plan and that it include funding for high speed ferries for the Juneau-Haines-Skagway route;

2. requests that the Governor initiate talks with the Canadian government concerning a possible joint project via the Taku route.

1989 March 9 - in response to the JEDC report of March 8, Senator Duncan introduces the following legislation:

SCR 25 - relating to a plan for expansion or major improvements to the Alaska transportation system. This resolution would require the DOT/PF to report to the legislature by January, 1990 on the Department's plan for expansion and major improvements to the Alaska transportation system and provide a prioritized list of such major projects to the Legislature by January of 1991, and include those projects identified through this process in the Department's Six Year Plan.

SB 210 - relating to planning for and funding of major projects. This bill designates ten percent of the annual allocation of federal aid highway funds for planning and construction of projects to expand the state's transportation system. It also amends the State Transportation Plan statute to require the Department to include system expansion and major improvements to our transportation system in their annual planning process.

Chronology of Events
Juneau Road Access
Page 5

- SB 211 - appropriates \$600,000 for the Department of Transportation and Public Facilities to do a formal Environmental Impact Statement on the Taku River Valley route and the Lynn Canal route.
- 1989 April - Hearings on all legislation concerning Juneau access are held in the Senate Transportation Committee. SB 210, SB 211 and SCR 25 are amended and moved from committee on April 26.
- 1989 May - Senator Duncan appropriates \$100,000 in State general fund to begin environmental impact statements on the Juneau-Haines route and the Taku River Corridor.
- 1989 August - September - DOT/PF commences formal Public Hearings in Juneau, Haines, Skagway to begin the E.I.S. Expected completion of Phase I of the E.I.S. is January, 1990.
- 1990 January 22 - Senate Finance Committee heard and amended SCR 25. DOT/PF now required to report to Legislature by January 15, 1991 (changed from 1990) on the department's plan for expansion of the Alaska transportation system and the sources of funding for the expansion. Also required by January 15, 1992 (changed from 1991), is a prioritized list of projects to expand the State's transportation system.
- 1990 February 12 - SCR 25 passed Senate 17 - 0.
February 14 - SCR 25 read across House floor and given two referrals, Transportation and Finance Committees.
- 1990 February - E.I.S. Scoping Report with Detailed Work Plan and Budget due.

JUNEAU ACCESS E.I.S.

SCOPING HEARING

AGENDA

- I. Introduction
- II. The E.I.S. Process and Public Involvement
- III. Purpose and Need
- IV. The Alternatives
- V. Issues
- VI. Intermission
- VII. Public Comments
3 minutes per speaker, please fill
out card at door

The E.I.S. Process and Public Involvement

The E.I.S. - a decision forcing document

- o Scoping - Determine issues, concerns, viable alternatives.
- o Draft Environmental Impact Statement - Compares alternatives and their impacts and benefits for public comment.
- o Public Hearing - Opportunity to make comment into the formal record and talk to staff about the project.
- o Final Environmental Impact Statement - Final Concise documentation and comparison of alternatives. Last chance for public comment.
- o Record of Decision - Documentation of the alternative decided upon and why.

For further comment and/or information:

Mike McKinnon, Regional Environmental Coordinator
Dept. of Transportation and Public Facilities
P.O. Box 021467
Juneau, AK 99802-1467

Telephone: (907) 364-4256

PURPOSE AND NEED

PROBLEM:

INCONVENIENT ACCESS TO JUNEAU

PERCEIVED BENEFITS OF IMPROVED ACCESS:

- o Improve Convenience of Access to Continental road system
- o Improve Access to State Capital
- o Improve Access from Haines/Skagway or Atlin, B.C. to Juneau
- o Increase Tourist traffic
- o Increase economic activity in Juneau by making Juneau the northern terminus of AMHS
- o Improve Access to Mining Districts
- o Lower travel costs to motorists
- o Increase Electrical Intertie opportunities

ALTERNATIVES

1. LYNN CANAL EAST
2. LYNN CANAL WEST
3. TAKU RIVER - ATLIN, B.C.
4. FERRY SYSTEM IMPROVEMENTS
5. NO ACTION
6. OTHERS

ISSUES

Fish and Wildlife Impacts

Subsistence

Water Quality

Wetlands

Visual Impacts

Historical and Archaeological Impacts

Social

Economic

Cost/Construction Schedule

Induced Traffic

Existing Transportation Systems

MAJOR STUDIES

Fish and Wildlife Assessment

Visual Assessment

Socioeconomic Study

Induced Traffic/Tourism Study

Historical and Archaeological Study

Wetlands Delineation/Functional Analysis

Geotechnical/Soils/Geophysical Hazards

Bridges, Tunnels, Avalanche Sheds Costs and Feasibility

JUNEAU ACCESS EIS
WORK PLAN

PHASE I - \$100,000

EIS Scoping Process

September 1989 Defining the issues.

public meetings (Juneau, Haines, Skagway & Whitehorse).
resource agency meetings
federal register notice

October 1989 develop schedule, budget, alternatives and scope of
studies. Report back to the public meetings

October 1989 Reconnaissance Studies/Data Base Development

December 1989 Scoping Public Hearings

January 1990 literature/study review
historic resources survey
Aerial photography No. 1
economic impact studies

February 1990 Scoping Report with Detailed EIS Work Plan & Budget

PHASE II - (assumes additional funding based on Scoping Report)

Draft EIS

July 1990 Field Season - Primary Studies

fish and wildlife resources
soils/geophysical hazards
bridge/tunnel cost and feasibility
alignment analysis
hydrology/water quality

September 1990 Draft EIS

write document
compilation of studies and analysis
select preferred alternative
FHWA review and approval

March 1991 Draft EIS Public Review

document distribution
public meetings
Public Hearing

PHASE III - (additional funding required)

Final EIS

July 1991	Final EIS Preparation/Field Season based on preferred alternative and public/agency comments
November 1991	Final EIS Public Review document distribution public meetings
January 1992	Final EIS - FHWA Review & Approval
July 1992	FHWA Approval

LYNN CANAL HIGHWAY PROJECT

APRIL 1989

1 IN THE SENATE

BY COGHILL

2

SENATE BILL NO. 124

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act authorizing the Department of Transportation

7

and Public Facilities to construct the Lynn Canal

8

Highway Project, consisting of roads and of vessels

9

and ferry terminals for the Alaska marine highway

10

system, serving the principal communities of northern

11

Lynn Canal; relating to the disposition of certain

12

claims and actions arising from the state's activ-

13

ities in completing that project; changing Rules 79

14

and 82, Alaska Rules of Civil Procedure; and provid-

15

ing for an effective date."

16

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

17

* Section 1. FINDINGS. The legislature finds that

18

(1) lack of direct road access between communities in the Rail-

19

belt and the state capital at Juneau has been a source of unhappiness among

20

residents of all areas of the state;

21

(2) within the last decade, road connections to ports situated

22

along northern Lynn Canal have been significantly improved:

23

(A) the state Department of Transportation and Public

24

Facilities and agencies having similar functions in British Columbia

25

and Yukon have planned and carried out improvements to the highway

26

between Haines Junction and the port of Haines; the road remains the

27

principal access route between the state's population centers in

28

western Alaska and the state capital;

29

(B) the agencies also have completed construction of the

1 Klondike Highway joining Whitehorse and the Alaska Highway in Canada's
2 Yukon to the port of Skagway, opening a second means of road access by
3 Alaskans and residents of Canada to a northern Southeast Alaska port;

4 (3) to accommodate international and intrastate movement of
5 passengers and goods for the benefit of the residents of the state, there
6 is a need to construct a highway that would provide a direct link between
7 the state capital at Juneau and the existing highways at Haines and Skag-
8 way;

9 (4) recognizing the limitations imposed by topography, the most
10 reasonable, expeditious, and cost effective plan for construction and
11 maintenance of the Lynn Canal Highway Project involves a combination of
12 road, vessel, and ferry terminal construction for the three communities,
13 including

14 (A) extension of the Haines Highway south from Haines to a
15 point near the south end of the Chilkat Peninsula on the west side of
16 Lynn Canal;

17 (B) extension of Alaska Highway 7 (Glacier Highway) from
18 its terminus at Echo Cove north of Juneau to a point approximately
19 nine miles north of Comet on the east side of Lynn Canal;

20 (C) construction of ferry terminals at each of the loca-
21 tions where these highways terminate;

22 (D) construction of at least two shuttle ferries to move
23 passengers and vehicles between these ferry terminals across Lynn
24 Canal; and

25 (E) planning and construction of a road on the west side of
26 Lynn Canal to connect the communities of Haines and Skagway;

27 (5) completion of the Lynn Canal Highway Project would better
28 integrate and further diversify the economies of the communities of north-
29 ern Lynn Canal, allowing for construction of power transmission and

1 pipeline interties between Haines and Skagway, opening land adjacent to the
2 new highways to recreation and mineral exploration, and expanding employ-
3 ment opportunities in both communities;

4 (6) completion of the Lynn Canal Highway Project would material-
5 ly change existing transportation patterns affecting the communities of
6 northern Lynn Canal, allowing the Alaska marine highway system to terminate
7 mainline marine services for Southeast Alaska at its Juneau/Auke Bay
8 terminal, and permitting the system to reschedule existing vessels in use
9 on mainline routes to improve service for residents of other communities in
10 Southeast Alaska;

11 (7) because of the interrelated effects on the communities of
12 northern Lynn Canal, the proposed transportation links constitute a single
13 project, and the Lynn Canal Highway Project should be authorized, designed,
14 and completed as a unit; and

15 (8) because improvement of the public's access to the state
16 capital is a matter of common interest to the whole state, the Department
17 of Transportation and Public Facilities should give priority to prompt
18 construction of the Lynn Canal Highway Project.

19 * Sec. 2. PURPOSE. It is the purpose of this Act

20 (1) to authorize the Department of Transportation and Public
21 Facilities to construct the Lynn Canal Highway Project and its related
22 facilities as described;

23 (2) to give the department specific directions regarding how the
24 Lynn Canal Highway Project is to be completed; and

25 (3) to provide certain safeguards pertaining to the project's
26 construction.

27 * Sec. 3. AS 19.65 is amended by adding a new section to read:

28 ARTICLE 2. VESSEL OPERATIONS.

29 Sec. 19.65.100. SHUTTLE SERVICE ACROSS NORTHERN LYNN CANAL.

1 Notwithstanding the provision in AS 19.60.010 giving the Department of
2 Transportation and Public Facilities authority to acquire and maintain
3 ferry terminals at locations it selects, the Department of Transporta-
4 tion and Public Facilities shall provide cross-canal vessel services
5 between a ferry terminal located on the east side of Lynn Canal north
6 of Berner's Bay and a ferry terminal on the west side of Lynn Canal
7 proximate to the southern end of the Chilkat Peninsula.

8 * Sec. 4. PROJECT AUTHORIZED. (a) The Department of Transportation and
9 Public Facilities shall design and construct a highway and related facil-
10 ities as follows:

11 (1) a highway from the northern end of Alaska Highway 7 (Glacier
12 Highway) at Echo Cove, north to the vicinity of a point nine miles north of
13 Comet;

14 (2) a ferry landing in the vicinity of a point nine miles north
15 of Comet, consisting of a ramp, breakwater, and vehicle staging area;

16 (3) a highway from Haines to a point near the southern end of
17 the Chilkat Peninsula;

18 (4) a ferry landing near the southern end of the Chilkat Penin-
19 sula, consisting of a ramp, breakwater, and vehicle staging area;

20 (5) shuttle ferries of a size and capacity sufficient to accom-
21 modate peak traffic demands between the two ferry landings;

22 (6) a highway connecting the communities of Haines and Skagway,
23 following a route from the present end of the road in the northern end of
24 Lutak Inlet, around Sanka Point, north through the Ferebee River valley,
25 through a tunnel under Halutu Ridge, then north along Taiya Inlet to Dyea.

26 (b) The highways authorized by (a) of this section shall be con-
27 structed to specifications applicable to the construction of a federal aid
28 "primary system" highway under 23 U.S.C. 103(b), as those specifications
29 have been approved by the United States Secretary of Transportation under

1 23 U.S.C. 109.

2 * Sec. 5. LIMITATIONS. (a) Notwithstanding AS 19.10.170(b), in the
3 preparation of plans for construction of roads authorized by this Act, the
4 Department of Transportation and Public Facilities

5 (1) shall prepare the initial design of the Lynn Canal Highway
6 Project through the use of aerial surveying methods, to the maximum extent
7 possible;

8 (2) may not contract for surveying, mapping, and engineering and
9 design services; the department shall perform all work relating to roads
10 for the Lynn Canal Highway Project prior to their actual construction using
11 personnel employed by the department.

12 (b) To meet costs of preparation incurred under (a) of this section,
13 the charges made by the Department of Transportation and Public Facilities
14 against amounts appropriated for the Lynn Canal Highway Project adminis-
15 tration may not exceed 15 percent of the estimated actual cost of the
16 project's construction.

17 (c) The Department of Transportation and Public Facilities shall
18 include construction of ferry landings, ramps, vehicle staging areas, and
19 breakwaters as an integral part of the general contract for construction of
20 the highway. When constructing ferry facilities for the Lynn Canal Highway
21 Project, the department shall, to the maximum extent possible, use the
22 design and engineering done for the ferry ramp in Ketchikan for the MV
23 Chilkat.

24 * Sec. 6. CLAIMS. In a claim or other legal action against the state
25 arising from the state's activities in completing the Lynn Canal Highway
26 Project, if the state is the prevailing party, the party or parties that
27 brought the claim or maintained the action shall pay or reimburse

28 (1) all costs, including attorney fees, and expenses of prepara-
29 tion, trial, and appeal incurred by the state in defending against the

1 claim or legal action; and

2 (2) any financial losses that are determined by the person
3 conducting the administrative hearing or by the court to be directly at-
4 tributable to construction delays resulting from the assertion of the claim
5 or commencement of the legal action.

6 * Sec. 7. Section 6 of this Act has the effect of changing Rules 79 and
7 82, Alaska Rules of Civil Procedure, by limiting the discretion of the
8 court and the clerk of court in the award of costs and attorney fees if a
9 person has commenced an action or proceeding against the state arising from
10 the state's activities in completing the Lynn Canal Highway Project and the
11 state, as defendant, prevails.

12 * Sec. 8. Section 3 of this Act takes effect upon completion of con-
13 struction of the roads, vessels, and facilities authorized by sec. 4(a)-
14 (1) - (5) of this Act.

15 * Sec. 9. Except for sec. 3, this Act takes effect immediately under
16 AS 01.10.070(c).

Funding Information
General Fund \$ 8,827,325
Other Funds 93,222,675
\$102,050,000

1 IN THE SENATE

BY COGHILL

2

SENATE BILL NO. 125

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation for construction of roads and for construction of vessels and ferry terminals of the Alaska marine highway system for the Lynn Canal Highway Project; and providing for an effective date."

7

8

9

10

11

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

12

13

14

15

16

* Section 1. The sum of \$8,827,325 is appropriated from the general fund and the sum of \$93,222,675 is appropriated from federal funds for construction of roads and for construction of vessels and ferry terminals for the Alaska marine highway system for the Lynn Canal Highway Project, to be allocated as follows:

17

18

19

20

21

22

23

24

25

26

27

28

29

(1) road construction and reconstruction, from present northern end of Alaska Highway 7 (Glacier Highway) at Echo Cove to the vicinity of a point nine miles north of Comet \$41,000,000
(2) road construction and reconstruction from Haines to the south end of the Chilkat Peninsula \$ 5,100,000
(3) construction of ferry ramps, vehicle staging areas, and breakwaters at a point approximately nine miles north of Comet and near the south end of Chilkat Peninsula \$ 1,200,000
(4) construction of two shuttle ferries \$12,000,000
(5) road construction and reconstruction from present end of road at north end of Lutak Inlet, around Sanka Point and north via the Ferebee River valley \$16,000,000
(6) tunnel construction through Halutu Ridge \$22,750,000

1 IN THE SENATE

BY COGHILL

2

SENATE JOINT RESOLUTION NO. 36

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

Requesting the Congress to reserve a

6

highway corridor or setback along the

7

east shoreline of Lynn Canal.

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

9

WHEREAS, of all the continental states of the United States, Alaska's
10 capital, Juneau, is the only one that is not connected by highway to the
11 rest of the state, denying most Alaskans direct land access to the seat of
12 government; and

13

WHEREAS there is currently pending in the Alaska State Legislature
14 legislation that would authorize and appropriate money for the construction
15 of the Lynn Canal Highway Project, consisting of a highway and shuttle
16 ferry facilities, linking Juneau with Haines and Skagway; and

17

WHEREAS, in addition to improving direct land access to the seat of
18 government, the Lynn Canal Highway Project is important to the economies of
19 the communities of Lynn Canal because it would enhance diversity of the
20 economies of these communities; and

21

WHEREAS the proposed highway would pass through highly mineralized
22 areas that are currently being developed into operating mines; and

23

WHEREAS it is estimated that opening the Lynn Canal Highway would
24 precipitate a four-fold increase in visitor traffic between Juneau and the
25 communities of Upper Lynn Canal; and

26

WHEREAS completion of the Lynn Canal Highway Project would allow the
27 Alaska Marine Highway System to terminate its mainline ferries at Juneau
28 and thereby allow for improved ferry services to the remaining communities
29 served by ferry in Southeastern Alaska; and

1 WHEREAS the proposed Lynn Canal Highway Project would qualify for
2 federal matching funds for its construction; and

3 WHEREAS the proposed highway route of the Lynn Canal Highway Project
4 would pass almost entirely through federal and state lands, requiring
5 almost no purchase of private property; and

6 WHEREAS a federally-designated wilderness area has been proposed for
7 the headwaters of Berners Bay that, if approved, would incorporate part of
8 the route of the Lynn Canal Highway Project; and

9 WHEREAS the proposed wilderness area would work an extreme hardship on
10 the developing hardrock mines in the area, as well as precluding potential
11 timber, fishery, tourism, and travel activities of the private sector; and

12 WHEREAS, at the time of withdrawal of lands for designation of wilder-
13 ness area within the Tongass National Forest known as the Endicott River
14 Wilderness area, Congress established a six-mile corridor or setback along
15 the west side of Lynn Canal for future economic and access needs; and

16 WHEREAS, because the Lynn Canal Highway Project proposes a highway on
17 the east side of Lynn Canal, the west side corridor is not appropriate for
18 the needs of the project; and

19 WHEREAS a similar corridor or setback along the east side of Lynn
20 Canal would assist development of the Lynn Canal Highway Project;

21 BE IT RESOLVED that the Alaska State Legislature asks the United
22 States Congress, in its deliberations relating to the Tongass National
23 Forest, to set aside a two-mile corridor or setback along the shoreline of
24 the east side of Lynn Canal, to be reserved specifically for a highway,
25 utility right-of-way, and related facilities, and to promote private sector
26 economic development activities.

27 COPIES of this resolution shall be sent to the Honorable George Bush,
28 President of the United States; the Honorable Dan Quayle, Vice-President of
29 the United States and President of the U.S. Senate; the Honorable Jim

1 Wright, Speaker of the U.S. House of Representatives; the Honorable George
2 J. Mitchell, Majority Leader of the U.S. Senate; the Honorable Samuel K.
3 Skinner, U.S. Secretary of Transportation; the Honorable Robert A.
4 Moshbacher, U.S. Secretary of Commerce; the Honorable Clayton K. Yeutter,
5 U.S. Secretary of Agriculture; and the Honorable Manuel Lujan, Jr., U.S.
6 Secretary of the Interior; and to the Honorable Ted Stevens and the Honor-
7 able Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S.
8 Representative, members of the Alaska delegation in Congress.

TABLE OF CONTENTS

Page	1	Senate Bill 124
	7	Senate Bill 125
	9	Sectional Analysis
	11	Senate Joint Resolution
	14	Information Sheet
	15	Juneau Access Corridors
	16	Estimated Annual Maintenance Costs
	17	Shuttle Ferry Information
	18	Employment Breakdown from Mining in Berners Bay
	19	Estimated Returns from Mines in Berners Bay
	20	Shuttle Ferry Annual Operating & Revenue Projections
	21	Letter from Ministry of Transportation and Highways/Canada
	22	Public Support
	23	Map
	24	List of Key Background Reports

SECTIONAL ANALYSIS

SB 124 "An Act authorizing the Department of Transportation and Public Facilities to construct the Lynn Canal Highway Project, consisting of roads and of vessels and ferry terminals for the Alaska marine highway system, serving the principal communities of northern Lynn Canal; relating to disposition of certain claims and actions arising from the state's activities in completing that project; changing Rules 79 and 82, Alaska Rules of Civil Procedure; and providing for an effective date."

Sec.1. Provides findings that justify the project:

1. that the lack of access to the capitol is a source of unhappiness for Alaskan residents;
2. that road connections northward out of Haines and Skagway have been greatly improved in the last decade;
3. that linking Juneau to the roads out of Haines and Skagway would accomodate international and intrastate traffic;
4. that the most reasonable, expeditious and cost effective route, given the topography in the Juneau area, is the one proposed by the bill;
5. that the highway would serve to diversify and integrate the economies of the communities it served, would allow power transmission and pipeline interties, would open land along its corridor to recreation and mineral exploration, and would expand employment opportunities;
6. that completion of the highway would allow the marine highway system to terminate in Juneau, thus allowing better service to other communities in the rest of Southeast;
7. that the Lynn Canal Highway Project should be authorized, designed and completed as a single, integrated project;
8. that DOT/PF should give high priority to the project, because it is a matter of common interest to the whole state.

Sec. 2. Explains that the purpose of the Act is to authorize and direct construction of the project, and to provide certain safeguards relating to the project's construction.

Sec. 3. Amends Title 19, Chapter 65 (Alaska Marine Highway System) to direct DOT/PF to provide cross-channel ferry service between the two ferry terminals included in the project. This directive is included because this type of service (a point-to-point, continuously running shuttle as a link in a highway) is different from the type of service currently provided by the marine highway.

Sec. 4. (a) Authorizes the project, and directs DOT/PF to build it as described: (1) a road from Echo Cove to about 9 miles north of Comet; (2) a ferry landing at that point; (3) a road from Haines to the southern end of Chilkat Peninsula; (4) a ferry landing at that point; (5) shuttle ferries of a

capacity to handle traffic between the two ferry landings; (6) a highway connecting Haines and Skagway, from Lutak Inlet, around Sanka Point, north up the Ferebee River valley, through a tunnel under Halutu Ridge, and north along Taiya Inlet to Dyea.

Sec. 4. (b) Directs that the road be built to Federal specifications for a "primary system" highway.

Sec. 5. (a) Directs DOT/PF to (1) use aerial surveying as much as possible in the initial design stage, and (2) to perform all work on the project, up to the construction phase, using only department personnel.

Sec. 5. (b) Limits the amount of administrative costs to 15% of the estimated cost of the project's construction.

Sec. 5. (c) Requires DOT/PF to include the construction of the ferry landing facilities as part of the contract for the construction of the road. This section also directs DOT/PF, in building these ferry terminals, to make maximum use of design and engineering done for the MV Chilkat ramp in Ketchikan.

Sec. 6. Requires that any party who sues to stop construction of the project will be held financially responsible for the costs incurred, if the state prevails in the action. This would cover (1) costs of the action, including attorney's fees, as well as (2) any financial losses determined to be attributable to construction delays resulting from the legal action.

Sec. 7. Changes Rules 79 and 82, Alaska Code of Civil Procedure, to reflect the financial responsibility provision of section 6. The court would be limited in its discretion to award costs and attorney fees.

Sec. 8. Provides an effective date for section 3, the operation of the shuttle ferries by the marine highway system. This would become effective only upon completion of the project.

Sec. 9. Provides an immediate effective date for the remainder of the bill.

INFORMATION SHEET

- 1) TOP PRIORITY IS TO PROVIDE ACCESS TO THE CAPITOL.
- 2) Of all the continental states of the United States, Alaska's capital, Juneau, is the only one that is not connected by highway to the rest of the state, denying most Alaskans direct land access to the seat of government.
- 3) Connects Juneau with two year-round transportation routes through both Haines and Skagway.
- 4) Provides a very broad spectrum of increased recreation opportunities.
- 5) Would accommodate and encourage future growth in the tourist industry.
- 6) Provides opportunities for businessmen and entrepreneurs.
- 7) The highway passes through highly mineralized areas.
- 8) The land is primarily federally and state owned.
- 9) Provides daily service by truck or bus to both Skagway and Haines.
- 10) By using the federal matching funds, construction could begin in 2 years upon completion of the Economic Impact Statement. Actual construction time of the job itself would be approximately 3 years.
- 11) The highway and it's right of way between Juneau, Haines, and Skagway will provide a corridor for pipelines and hydro-electric transmission lines.
- 12) The road would enable Alaska Marine Highways to turn the ferries around at Juneau/Auke Bay, thus allowing an approximate 20% increase in ferry service to the rest of Southeast Alaska.
- 13) Due to greater convenience and the decreased cost of travelling, traffic on the Lynn Canal Highway is estimated to increase a minimum of 400% over current ferry travel.

JUNEAU ACCESS CORRIDORS

ROUTE DESCRIPTION	COST IN MILLIONS
A. Continue Existing System	\$ 68.7*
B. Eastside Road/Chilkoot Inlet Bridge	337.7
C. Eastside Road/Haines-Skagway Road	291.2
D. Westside Road via St. James Bay	222.5
E. Westside Road via WM. Henry Bay	172.4
F. Shuttle to Sullivan Is./Road to Haines	141.6
G. Eastside Road to Katzehin R./Shuttle Haines/Sqy	223.7
H. Eastside Road to Skagway/Shuttle to Haines	236.7
I. High Speed Ferries	104.6
J. Taku Inlet Route with Bridge	202.5
K. Taku Inlet Route with Ferry	143.0
L. S.B. 124 Route with Ferry to Chilkat Penninsula. and road connecting Haines and Skagway	102.1

*Figures taken from Southeast Alaska Transportation Plan, Evaluation of Corridor Alternatives, Juneau Access (Lynn/Taku Corridors), page 3-7.

ESTIMATED ANNUAL MAINTENANCE COSTS

District 4 - 32 miles new construction

District 2 - 33 miles r o construction
14 miles re-construction

A total of 8 maintenance personnel would be required. The cost of this personnell is included in the figure below.

Total estimated annual road maintenance cost is: \$1,200,000

SHUTTLE FERRY INFORMATION

COST: \$ 6,000,000 per shuttle ferry
\$ 25,000 annual maintenance per shuttle ferry

DIMENSIONS: 200 ft. x 50 ft.

SPEED: 12 m.p.h.

ENGINE: Diesel power

WEIGHT: Maximum gross capacity 100 tons

EMPLOYMENT BREAKDOWN FROM MINING IN BERNERS BAY

	<u>Kensington</u>	<u>Jualin</u>
Management	29	14
Maintenance	11	6
Engineers	8	4
Geologists	4	2
Underground	71	35
Mechanics	50	25
Electricians	10	5
Samplers	3	1
Surveyors	6	3
Clerks	5	3
Metallurgist	3	1
Environmental Tech.	2	1
Assayer	7	3
Laborer	8	4
Bucker	2	1
Refiner	4	2
Secretaries	5	3
Security	4	2
Safety	2	1
Nurse	2	1
Cooks	16	8
Janitorial	4	2
Plumber	2	1
Carpenter	2	1
Accounting	8	4
Personnel	2	1
Purchasing	2	1
Operators	48	24
TOTAL	320	159

ESTIMATED RETURNS FROM MINING INDUSTRY IN BERNERS BAY AREA

Kensington (Echo Bay).....\$17,000,000 Goods & Services
10,000,000 Payroll

Estimated annual wages & services \$ 27,000,000
Estimated 10 year wages & services \$270,000,000

Jualin (Curator American).....\$ 5,000,000 Goods & Services
\$ 6,500,000 Payroll

Estimated annual wages & services \$ 11,500,000
Estimated 10 year wages & services \$115,000,000

Difficult access (No road access currently available).

SHUTTLE FERRY ANNUAL OPERATING AND REVENUE PROJECTIONS

2 Captains	18 (26.49)	=	\$476.82
2 Engineers	18 (24.64)	=	443.52
4 Deck Hands	36 (16.24)	=	584.64
	TOTAL PER DAY		\$ 1504.98
	TOTAL PER YEAR		\$549,317.70

Fuel cost estimates based on \$1.40 per gallon
 18 hours at 65 gallons per hour = 1170 gallons per day.

	TOTAL PER DAY	\$ 1638.00
	TOTAL PER YEAR	\$597,870.00

WAGES	\$549,317.70
FUEL	597,870.00
MAINTENANCE	25,000.00

TOTAL ANNUAL OPERATING	\$1,172,187.70
ANNUAL OPERATING FOR 2 FERRIES	\$2,344,375.40

TOTAL VEHICLE PROJECTIONS: 172,300
 75% = 129,225 19 ft. vehicles at \$ 9.08 = \$1,173,363
 25% = 43,075 30 ft. vehicles at \$20.72 = 892,514

3 people per vehicle = 516,900 at \$4.38 = \$2,264,022

TOTAL REVENUE PROJECTIONS	\$4,329,899
Less operating costs	(2,344,375)
NET PROFIT	\$1,985,524



Province of
British Columbia

OFFICE OF THE
DEPUTY MINISTER

Ministry of
Transportation
and Highways

940 Blanshard Street
Victoria
British Columbia
V8W 3E6
Phone 387 3280

YOUR FILE:

OUR FILE 53-20-00

October 20, 1988

Mr. Leslie E. Swanson
113 West 5th Street
Juneau, Alaska
U.S.A., 99801

Dear Mr. Swanson:

Reference is made to your telephone conversation with Mr. P. J. Bonser, Acting Director, Traffic and Design, on Friday, October 7, 1988, concerning a road connection between Atlin, British Columbia and Juneau, Alaska via the Taku Valley.

I advise you that this Ministry has no plans at this time to make this connection and has not carried out any preliminary studies or design.

Yours truly,

M. V. Collins
Acting Deputy Minister

PUBLIC SUPPORT

Signatures on petitions: More than 6000.

Capital City Weekly Poll results: In favor - 74%
Opposed - 26%

Representative Ulmers Survey results: "Four times as many
residents in favor as opposed. Pro = 90 Con = 20.

IS PROJECT WOULD BE AUTHORIZED BY SB 124
AND FUNDED UNDER SB 125 - SPONSORED BY SENATOR JACK COGHILL.

FUNDING AND CONSTRUCTION WOULD TAKE PLACE
OVER A FIVE YEAR PERIOD

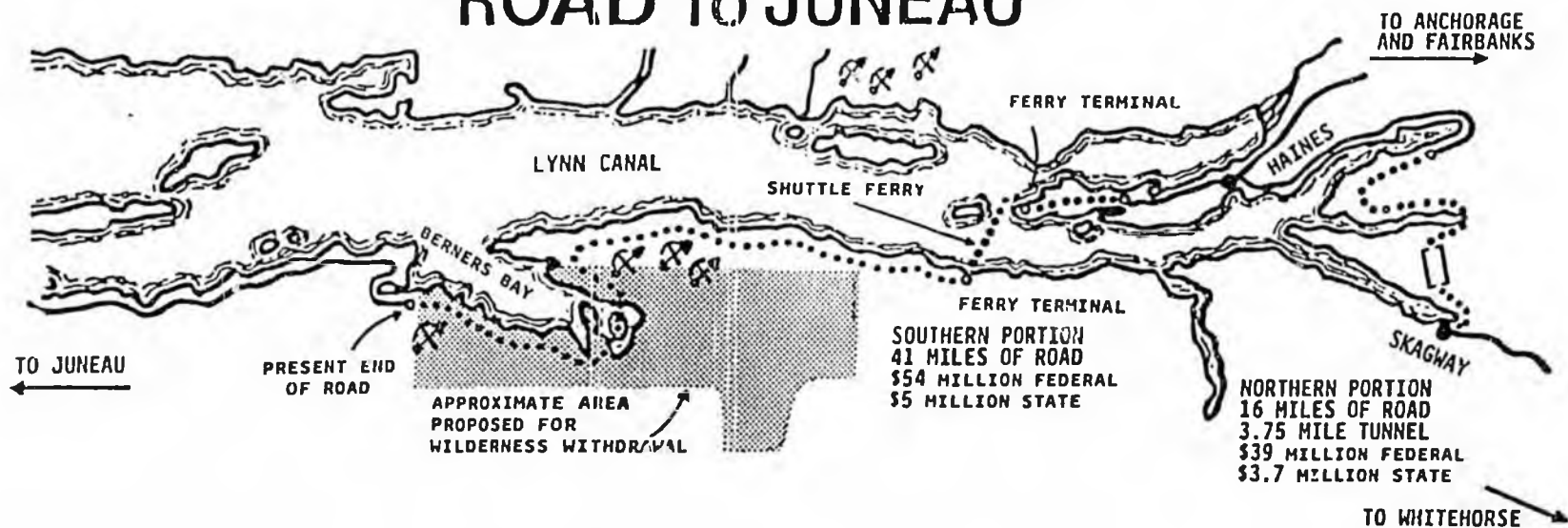
TOTAL ESTIMATED COST OF CONSTRUCTION = \$102,050,000

FEDERAL SHARE = \$ 93,222,675

STATE SHARE = \$ 8,827,325

LYNN CANAL HIGHWAY PROJECT

"ROAD TO JUNEAU"



LIST OF KEY BACKGROUND REPORTS

- 1) A Delphi Forecast of Alaska's Development to the Year 2000 & Beyond, Alaska Department of Commerce & Economic Development, June 1983.
- 2) Alaska Economic Trends, Turbulent Times in Alaska's Financial Industry. November 1988.
- 3) Alaska Economic Trends, Winter Tourism is Alaska - Not an Anomaly, Alaska Department of Labor, December 1988.
- 4) Alaska Marine Highway Draft System Plan, November 1986.
- 5) Alaska Marine Highway System - The Community Perspective, Ayers & Associates, April 1987.
- 6) Alaska's Mineral Industry 1987, Division of Geological & Geophysical Surveys Special Report 41.
- 7) Alaska Transportation Recap 1988, The Alaska Public Affairs Journal, Fall 1988.
- 8) Alaska Visitors Statistics Program, Alaska Visitor Arrivals Fall/Winter/Spring 1987-1988, Dept of Commerce & Economic Development Division of Tourism.
- 9) Annual Traffic Volume Report, Alaska Marine Highways System, 1977 - 1987.
- 10) Echo Bay Mines Annual Report 1987, Echo Bay Mines.
- 11) Evaluation of Corridor Alternatives - Juneau Access (Lynn/Taku Corridors), Acres International Corporation, March 1986.
- 12) Gold - Copper Mineralization of the Chilkat Peninsula & Islands, United States Dept. of the Interior.
- 13) Jualin Mine Access, Exploration, & Bulk Sampling, Revised 3/29/88. Environmental Assessment Juneau Ranger District Tongass National Forest Alaska Region.
- 14) Population Estimates and Projections for Alaska 1980 - 1991, Alaska Department of Labor.
- 15) Record of Community Response, Acres International Corporation, June 1986.

- 16) Report by the Alaska Legislative Economic Recovery Team, Republican House of Representatives, February 1988.
- 17) Report of Investigation 88-8, Preliminary Geology of the Northern Chalket Range, Southeastern AK, W.G. Gilbert.
- 18) Southeast Alaska Transmission Intertie, Alaska Power Authority, August 1987.
- 19) Southeast Alaska Transportation Plan, Acres International Corporation, April 1986.
- 20) Southeast Alaska Transportation Plan, Acres International Corporation, June 1986.
- 21) Technology Evaluation, Acres International Corporation, September 1985.
- 22) Tourism in Alaska, A Report by the House Finance Subcommittee on the Department of Commerce and Economic Development Division of Tourism, January 1986.
- 23) Transportation Requirements for the Growth of Northwest North America, 87th Congress, 1st Session House Document No. 176, Volume 3 May 25, 1961.

S C R

37

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

POUCHY - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

SCR 37

House Transportation 2/21/90

HOUSE COMMITTEE REPORT

(5)

Date Referred: January 31, 1990

FURTHER REFERRALS:

Date of Committee Action: 2/21/90

The TRANSPORTATION Committee considered:

SSSCR 37

SS SENATE CONCURRENT RES. NO. 37 MILO FRITZ ROAD IN ANCHOR POINT

Endorsing the change of the name of Anchor Point Avenue in Anchor Point to Milo Fritz Avenue.

RECOMMENDATIONS:

- be replaced with _____ the same title
- have attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(s):
(Dept)

APPROVES PREVIOUS: (Date/Dept)

- fiscal impact _____
- zero fiscal note _____
- zero with analysis _____

- fiscal note(s) _____
- zero fiscal note(s) _____
- zero fn/analysis DOT 1/19/90

SIGNING DO PASS:

SIGNING:
(Check approp. column)

Do Not Pass No Rec Amend

Eugene H. Kukuna
Ben Sussman
Arthur J. Lemaw
Richard J. Jolley

	Do Not Pass	No Rec	Amend

Richard J. Jolley
 Chairman's Signature

REQUEST: FISCAL NOTE

Revision Date:
Title: A Resolution naming Mile Fritz Road (Ave)

Agency Affected: DOT&PF
BRU: Central Region

Sponsor: Fischer
Requestor: Fischer

Components: Maintenance and Operations

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTURAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0


POSITIONS:

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

ANALYSIS: See attached.

Prepared by: Kit A. Duke, Regional Director
Division: Central Region

Phone: 266-1440
Date: 1/16/90

Approved by Commissioner: 
Agency: Department of Transportation and Public Facilities

Date: 1/17/90

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

FISCAL NOTE ANALYSIS

SCR 37

Assumptions

Two standard highway name signs will be installed at either end of the newly named Milo Fritz Avenue. Please note that the Senate Resolution is in error. It is Anchor Point Avenue opposite North Fork Road that the community wants to change the name to Milo Fritz Avenue and not Anchor Point Road to Milo Fritz Road. Please see the attached map.

Program Summary

1. Positions: No new positions would be required.
2. Other expenditures: None required.
3. Funding: This project would be funded with General Fund monies.
4. Section cost analysis: Not applicable.

Computations

The cost will be borne by Maintenance & Operations (signs \$200./Labor \$300.)

Economic Impact

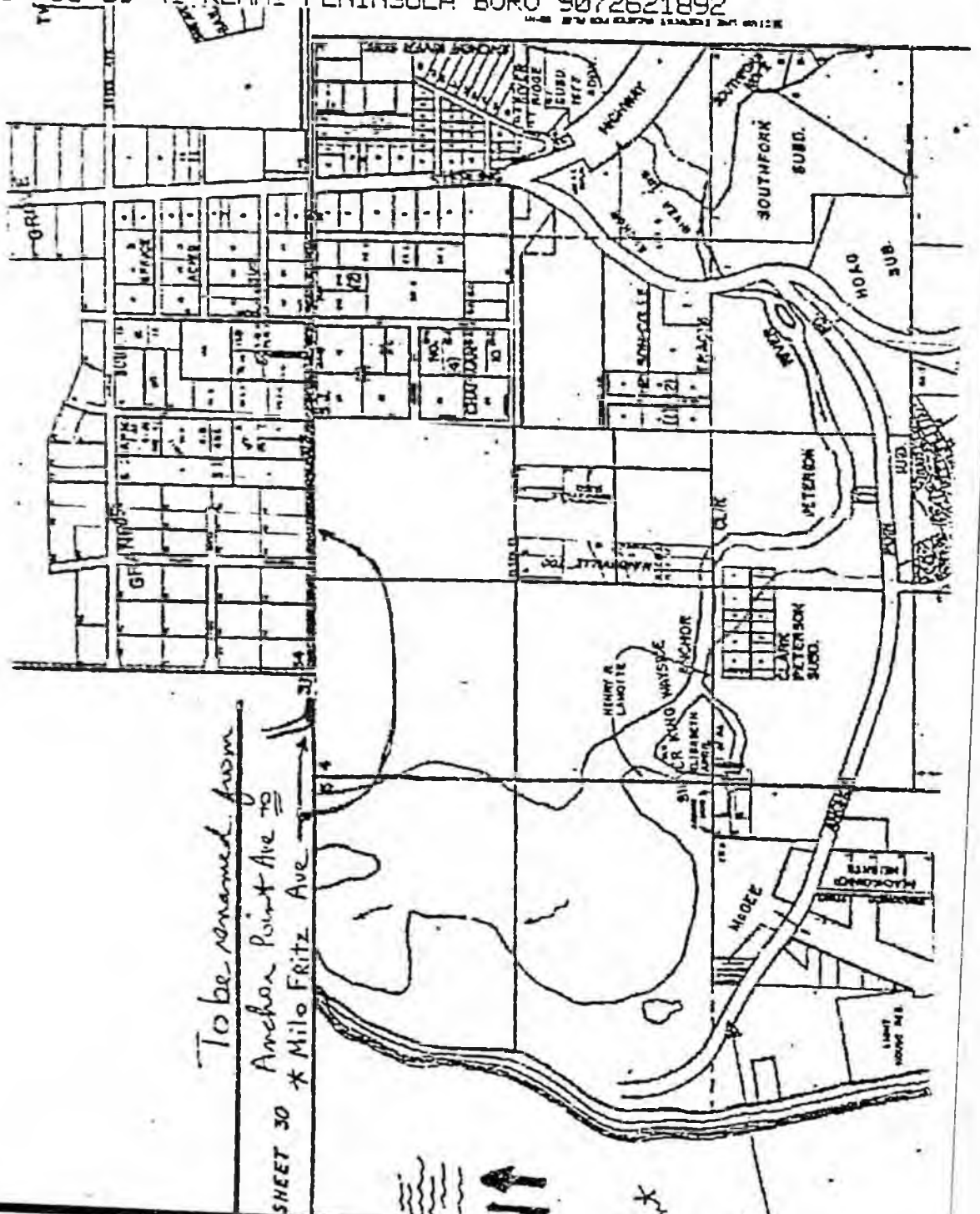
None

Impact on Local Government

None

Attachments: Map

JAN 16 '90 09:41 KENAI PENINSULA BORO 9072621892



To be renamed from
 Anchor Point Ave to
 Milo Fritz Ave

SHEET 30

KENAI PENINSULA BOROUGH
PLANNING COMMISSION

RESOLUTION SN 89-03

74-2129
82-46
78-43
84-52
86-32
75-36
79-6
60-45
78-2
78-5

RENAMING ANCHOR POINT AVENUE WITHIN S.J. CHAPMAN SUBDIVISION, SPRUCE ACRES, ANCHOR BLUFF ACRES, GRANROSS GROVE UNIT 1 SUBDIVISION WITHIN SECTIONS 33 & 34, T4S, R15W, AND SECTION 4, T4S, R15W, S.M., HOMER RECORDING DISTRICT, TO MILO FRITZ AVENUE

WHEREAS, a request has been received to change the name of a public right-of-way from Anchor Point Avenue to Milo Fritz Avenue; and

WHEREAS, the right-of-way designated as Anchor Point Avenue is three quarters of a mile long and lies westerly of the Sterling Highway; and

WHEREAS, the right-of-way is presently state maintained and is referred to by the state maintenance department and by local residents as Milo Fritz Avenue; and

WHEREAS, the Planning Commission has found the name change will not be detrimental to the public interest; and

WHEREAS, 20.32.040 of the Kenai Peninsula Borough Code of Ordinance authorizes the Planning Commission to accomplish street name changes by Resolution.

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

Section 1. That the portion of Anchor Point Avenue right-of-way lying westerly of Sterling Highway is hereby renamed Milo Fritz Avenue.

Section 2. That according to Kenai Peninsula Borough Code of Ordinance 20.32.030, the official street map - 1:500 scale base maps - Anchor Point 29,30, and 31 are hereby amended to reflect this change.

Section 3. That this resolution becomes effective upon being properly recorded in the Homer Recording District by the Kenai Peninsula Borough.

ADOPTED BY THE PLANNING COMMISSION OF THE KENAI PENINSULA BOROUGH THIS 4th DAY OF DECEMBER, 1989.

ATTEST: Colleen Denbrock
Colleen Denbrock, Chairperson

NOTARY'S ACKNOWLEDGEMENT FOR COLLEEN DENBROCK
Sworn and subscribed to before me, a notary, this 4th day of DECEMBER, 1989.

Nancy D. Jungmann
Notary

My commission expires 10-13-93

Notary Public
St. of ALASKA
NANCY D. JUNGMAN

Homer Recording District

8 9-3 9 6 2
10-

Return to: KPB Planning Dept.
144 N. Binkley St.
Soldotna, AK 99669

RECORDED
HOMER RECORDING
DISTRICT

Dec 19 1 10 PM '89

KPB 499999



KENAI PENINSULA BOROUGH

144 N. BINKLEY • SOLDOTNA, ALASKA 99669
PHONE (907) 262-4441

DON GILMAN
MAYOR

November 20, 1989

Senator Paul Fischer
P.O. Box. 784
Soldotna, Alaska 99669

Subject: Petition for a Street Name Change for a
State Maintained Road

Dear Senator Fischer:

Enclosed is a copy of an application, public notice and map for a name change for Anchor Point Avenue to Milo Fritz Avenue.

Presently, this is a State maintained road and is referred to by area residents as Milo Fritz Road. Borough records indicate the road is dedicated as Anchor Point Avenue. The petition requests a name change to Milo Fritz Road. According to our subdivision standards, rights-of-way lying in the east-west direction should be labeled as Avenue. As this is a State maintained road, we have been advised to contact you for your comments.

If the Borough Planning Commission approves the name change to Milo Fritz Avenue, a resolution will be recorded.

If you have any comments regarding this issue, please feel free to contact me.

Sincerely,

Jane Gabler
Planner

JG/nj

enc.



KENAI PENINSULA BOROUGH

144 N. BINKLEY • SOLDOTNA, ALASKA 99669
PHONE (907) 262-4441

DON GILMAN
MAYOR

HOMER NEWS

KENAI PENINSULA BOROUGH PLANNING COMMISSION PUBLIC HEARING

Public notice is hereby given that the following street name change will be before the Planning Commission:

- A. Present street name: Anchor Point Avenue
- B. Proposed name change: Milo Fritz Avenue
- C. Location of present street: Anchor Point Avenue lies between Sections 33, 34, T4S, R15W and Section 4, T5S, R15W. Anchor Point Avenue is dedicated within the following Subdivisions: S.J. Chapman Subdivision, Spruce Acres Subdivision, Anchor Bluff Acres Subdivision, Granross Grove Unit 1 Subdivision.
The street lies west of the Sterling Highway, north of Anchor Point Road. The Anchor Point Fire Station is located on this right-of-way. Anchor Point Avenue is approximately 3/4 of a mile long.
- D. Reason for the change: Area residents have long referred to this street as Milo Fritz Avenue. Because of Dr. Fritz's many contributions to the local area, residents felt this to be an appropriate way to honor him.
- E. Applicant: Anchor Point Advisory Planning Commission and Kenai Peninsula Borough.

Public hearing on this petition will be heard by the Kenai Peninsula Borough Planning Commission at the Borough Administration Building, Soldotna, Alaska, December 4, 1989, commencing at 7:30 P.M.

~~To contact the~~
~~Planning Commission~~ to present testimony concerning this petition may be done at the public hearing or by submitting a written statement to the Kenai Peninsula Borough Planning Department, 144 N. Binkley, Soldotna, Alaska 99669.

For additional information, contact Jane Gabler, Planning Department, Kenai Peninsula Borough at (907) 262-4441, or 1-800-478-4441 (toll free within the Kenai Peninsula Borough).

Jane Gabler
Planner

PUBLISH 2X WED. NOVEMBER 22, 1989 AND THURS. NOVEMBER 30, 1989

APPLICATION TO CHANGE A STREET NAME
KENAI PENINSULA BOROUGH
144 NORTH BINKLEY
SOLDOTNA, ALASKA 99669
(907) 262-4441

Applicant Name: ANCHOR Point Advisory Planning Commission
(Please Print) AND KENAI PENINSULA BOROUGH

Mailing Address: P.O. BOX 150
ANCHOR POINT, ALASKA 99556

Telephone: 907 235-8531

Present Street Name: ANCHOR POINT AVENUE

Location of Present Street: Between Sec. 33, 34, T4S, R15W and Sec. 4
Township _____, Range _____, Section _____, T5S, R15
Subdivision S.J. CHAMPMAN; SPRUCE ACRES; ANCHOR BLUFF ACRES;
GRANROSE GROVE UNIT 1.

Circle one:

Is the Right-of-way Public or Private?	Public	Private
Is the Right-of-way presently in use?	Yes	no
Is the road constructed?	Yes	no
Is there a street sign along the right-of-way?	Yes	no

Reason for Change: Locally is referred to AS MILD FRITZ ROAD. BECAUSE OF DR. FRITZ'S MANY CONTRIBUTIONS TO THE AREA, AREA RESIDENTS FEEL THIS TO BE AN APPROPRIATE WAY TO HONOR HIM.

List Three choices for a new Street Name in order of preference:

1. MILD FRITZ AVENUE
2. _____
3. _____

To be considered complete application must be accompanied by the following items as specified in KPB Ordinance 85-35:

1. Petition signed by property owners.
2. A map showing the road to be named and surrounding property.

3. The correct filing fee as established by KPB Planning Commission Resolution 85-3 as follows:

(A) For name changes or naming of public dedicated streets other than those named during the subdivision process:

Check
Appropriate
Boxes

- | | | | |
|----|--|----------|-------------------------------------|
| 1. | Street Naming Petition and hearing advertising fee: | \$200.00 | <input checked="" type="checkbox"/> |
| 2. | Installation of each new Borough Service Area sign, post, etc. Per sign: | \$150.00 | <input checked="" type="checkbox"/> |
| 3. | Replacement of existing Borough Service Area sign due to change where no post is needed. Per sign: | \$80.00 | <input checked="" type="checkbox"/> |
| 4. | The minimum fee shall be either a combination of 1 and 2 or 1 and 3 above; however, when a change is accomplished all signs needed to be changed and/or maintained by a Borough Service Area must be paid for. | | |

(B) For Private Road Naming:

- | | | | |
|----|--|----------|-------------------------------------|
| 1. | Street Naming Petition and Hearing Advertising Fee: | \$200.00 | <input checked="" type="checkbox"/> |
| 2. | Installation of each new sign, post, etc. Per sign: | \$150.00 | <input checked="" type="checkbox"/> |
| 3. | If no public hearing or public notice is necessary (i.e. 100% petition and no partial dedicated street involved) | No fee | <input checked="" type="checkbox"/> |
| 4. | If no signs are required | No fee | <input checked="" type="checkbox"/> |

TOTAL FEE SUBMITTED \$ NA

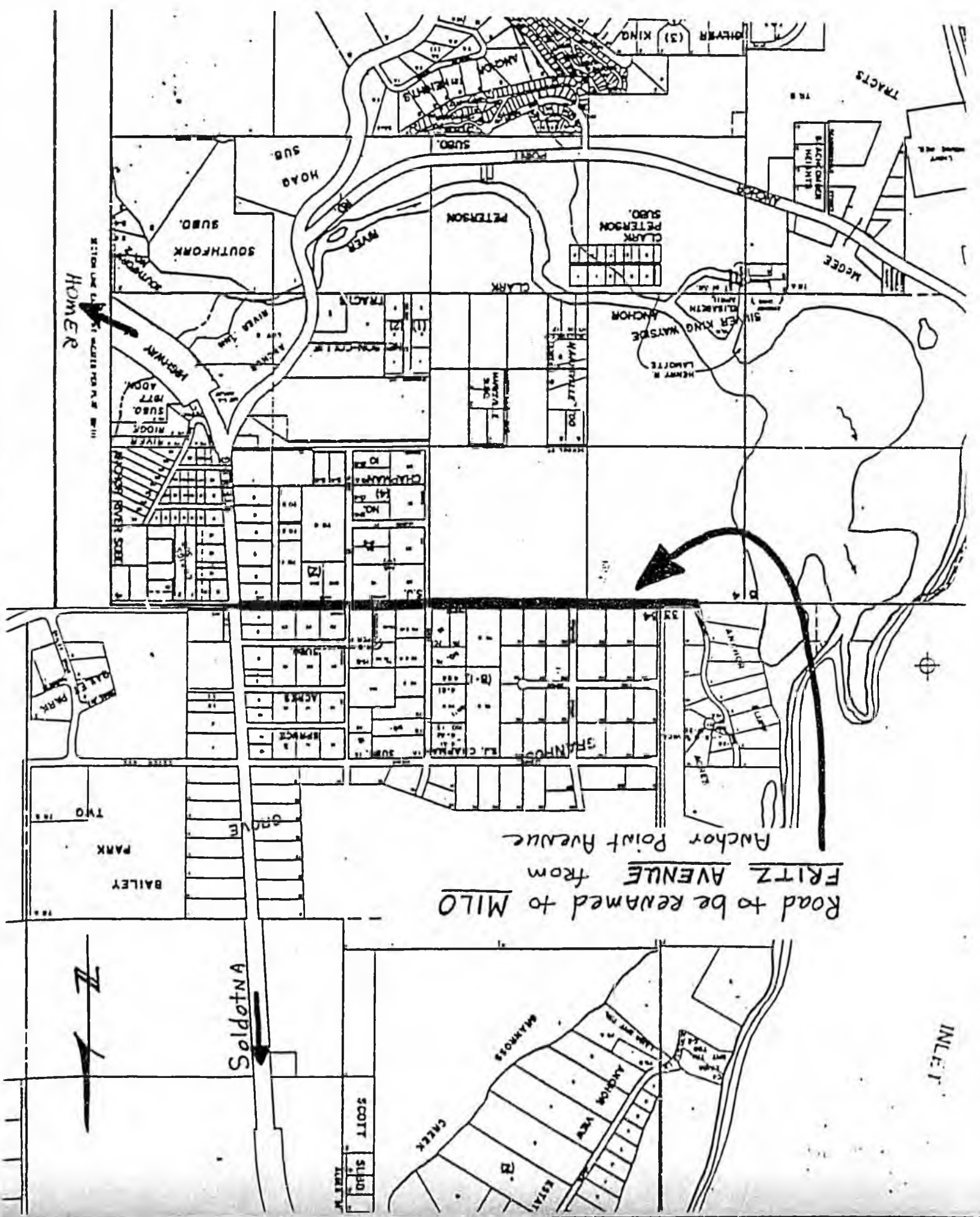
Additionally, if the right-of-way was created by a document other than a recorded plat, a copy of that document must be submitted with this application.

NOTE: INCOMPLETE APPLICATIONS SHALL BE RETURNED

I, the undersigned, hereby affirm that all information made part of this application is true, correct and complete to the best of my knowledge.


Signature

11-14-84
Date



Road to be renamed to MILO
FRITZ AVENUE from
 Anchor Point Avenue

Soldotna

HOMER

INLET



SECTION LINE EAST OF 101ST MERIDIAN T14N R10E W11E

SCOTT SLUD
 TRACT

CREEK

ESTATE

ANCHORAGE VIEW

ANCHORAGE CREEK

SOUTH FORK

SUBD.

HOADA

PETERSON

CLARK

PETERSON

SUBD.

MC GEE

SINGER KING

WAYSIDE

ANCHORAGE

LANOITE

HENRY W.

ELIABERTIN

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

ANCHOR

July 13, 1989
Post Office Box 150
Anchor Point, Alaska 99556

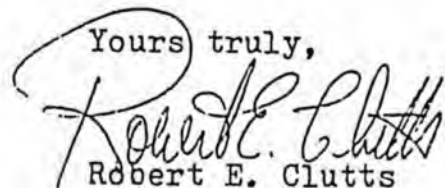
Richard P. Troeger, Director
Planning Commission
Kenai Peninsula Borough
144 N. Binkley
Soldotna, Alaska 99669

Dear Sir;

Anchor Point Advisory Planning Commission requests Kenai Peninsula Borough Planning Commission change the name of Anchor Point Avenue to Milo Fritz Road. This road has long been referred to locally as Fritz Road and the Advisory Planning Commission feels the name should be changed to reflect the sentiment of the community. Dr. Fritz has made many contributions to the State, as well as our local area, and we feel this to be an appropriate way to honor him.

Your action on this matter will be greatly appreciated.

Yours truly,



Robert E. Clutts
Chairman
Anchor Point Advisory
Planning Commission

REC/jc

cc: H. V. "Buzz" Kyllonen
President, Anchor Point Chamber of Commerce

A
JUL 1989
RECEIVED
KENAI PENIN BORO
PLANNING DEPT.

Alaska State Legislature

Senator Paul Fischer
Senate District D
Box 784
Scidotna, Alaska 99669
(907) 262-9420 W
262-9269



While in Juneau
P.O. Box V
Juneau, Alaska 99811
(907) 465-3791

State Senate

MEMORANDUM

TO: Representative Richard Foster, Chairman
House Transportation Committee

FROM: Senator Paul Fischer *PAF*.

SUBJECT: Senate Concurrent Resolution 37
(changing Anchor Point Avenue to Milo Fritz Avenue)

DATE: February 1, 1990

I would appreciate your scheduling the above referenced bill before the House Transportation Committee at your earliest convenience. This resolution was passed unanimously by the Senate on Monday, January 29.

For your files, I have attached a letter of endorsement from the Anchor Point Advisory Planning Commission; their application to the Kenai Peninsula Borough as well as a copy of the resolution passed by the Kenai Peninsula Borough Planning Commission, dated December 4, 1989, unanimously endorsing the name change.

Anchor Point Avenue has long been referred to as Fritz Road by local residents and because of Dr. Fritz's many contributions to the people of the state, the area residents feel this would be a fitting way to officially honor him.

Dr. Milo Fritz was elected three times to the Alaska State Legislature - first being elected to the House in 1966 and later serving in the 8th and 13th state Legislatures.

It is my understanding that both Representatives Navarre and Swackhammer have added their names as "cross sponsors" of this resolution.

Your consideration would be greatly appreciated.

PAF/sgn

Attachments



Representative Bette Cato, Chair House Transportation Committee

SUBJECT OF MEETING:

DATE:

PLACE:

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
SANDY NUSBAUM	SENATOR FISCHER	CAD 508		3791		<input checked="" type="radio"/> Y	<input type="radio"/> N	SCR 37
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	

```

*****
*
* DELIVER TO: LIUCROD
*
*
* ORIGINAL
* SENT:          02/21/90  TIME: 08:20
* FROM:          LTCCFBX
* SUBJECT:       90-02-082;FL#1;DOT;2-21-90
* PRINT DATE:   02/21/90  TIME: 08:42
*
*****

```

```

T/C NO:          90-02-082

DATE:            FEBRUARY 21, 1990
SPONSOR:         HOUSE TRANSPORTATION
SUBJECT:         OVERVIEW OF DOT/DOT ISSUES
MODERATOR:       FRAN
SITE:            FAIRBNAKS

```

PARTICIPANT LIST
FINAL STATS

```

*****
TESTIFIED

```

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

```

*****
OBSERVED

```

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1.	FREDRIC GUENTHER DOT/PF M AND O		
2.	PATRICIA ETHERINGTON DOT/PF M AND O		
3.			
4.			
5.			

```

*****

```

```

TESTIFIED:
UNABLE:
OBSERVED:
TOTAL:

```

```

START TIME:          END TIME:

```

```

***

```

 * DELIVER TO: LIOCROD *
 * ORIGINAL *
 * SENT: 02/21/90 TIME: 08:29 *
 * FROM: LIOCBAR *
 * SUBJECT: 90-02-082, FL#1, TRANS; 2-21-90 *
 * PRINT DATE: 02/21/90 TIME: 08:43 *

T/C NO: 90-02-082
 DATE: 2-21-90
 SPONSOR: HOUSE TRANSPORTATION
 SUBJECT: OVERVIEW ON DEPARTMENT OF TRANSPORTATION/DOT ISSUES
 MODERATOR: SARAH
 SITE: BARROW

PARTICIPANT LIST#1

 TESTIFIED

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

 OBSERVED

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

TESTIFIED:
 UNABLE:
 OBSERVED:
 TOTAL:

START TIME: END TIME:

*
* DELIVER TO: LIOCROD *
* *
* ORIGINAL *
* SENT: 02/21/90 TIME: 08:54 *
* FROM: LIOCKOT *
* SUBJECT: 90-02-082/DOT *
* PRINT DATE: 02/21/90 TIME: 09:17 *
*

GOOD MORNING ROD,
SUBJECT. DEPARTMENT OF TRANSPORTATION TC.
WALTER SAMPSON
NNANA WOULD LIKE TO TESTIFY.
THANKS DOUG

```

*****
*
* DELIVER TO: LIOCROD
*
* ORIGINAL
* SENT: 02/21/90 TIME: 09:07
* FROM: LIOCKOT
* SUBJECT: TC#90-02-082; PL; DOT; 2-21; ATE
* PRINT DATE: 02/21/90 TIME: 09:18
*
*****

```

```

T/C NO: 90-02-082

DATE: 2-21 8:15 - 10:00AM
SPONSOR: REP FOSTER
SUBJECT: DEPT. OF TRANSPORTATION
MODERATOR: DOUG NEAL
SITE: KOTZEBUE

```

PARTICIPANT LIST

```

*****
TESTIFIED

```

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. WALTER SAMPSON/NANA			
2. WILLIE GOODWIN/MAYOR OF KOTZEBUE			
3.			
4.			
5.			

```

*****
OBSERVED

```

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. CHARLIE WERNER/FAA			
2.			
3.			
4.			
5.			

```

*****

```

```

TESTIFIED
UNABLE
OBSERVED

```

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

```

*****
*
* DELIVER TO: LIOCROD
*
* ORIGINAL
* SENT: 02/21/90 TIME: 09:07
* FROM: LIOCKOT
* SUBJECT: TC#90-02-082; PL.DOT, 2-21 ATE
* PRINT DATE: 02/21/90 TIME: 09:18
*
*****

```

```

T/C NO: 90-02-082

DATE: 2-21 8:15 - 10:00AM
SPONSOR: REP FOSTER
SUBJECT: DEPT. OF TRANSPORTATION
MODERATOR: DOUG NEAL
SITE: KOTZEBUE

```

PARTICIPANT LIST

```

*****
TESTIFIED

```

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. WALTER SAMPSON/NANA			
2. WILLIE GOODWIN/MAYOR OF KOTZEBUE			
3.			
4.			
5.			

```

*****
OBSERVED

```

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. CHARLIE WERNER/FAA			
2.			
3.			
4.			
5.			

```

*****

```

```

TESTIFIED:
UNABLE:
OBSERVED:
TOTAL:

```

```

START TIME: END TIME:

```

```

*****
* DELIVER TO: LIOCROD
*
* ORIGINAL
* SENT: 02/21/90 TIME: 09:04
* FROM: LTCCNOM
* SUBJECT: 90-02-082; PL#2; DOT ISSUES, 2-21
* PRINT DATE: 02/21/90 TIME: 09:17
*
*****

```

```

T/C NO: 90-02-082

DATE: FEBRUARY 21, 1990
SPONSOR: HOUSE TRANSPORTATION
SUBJECT: OVERVIEW ON DOT ISSUES
MODERATOR: ROXANNE BARRON
SITE: NOME

```

PARTICIPANT LIST

TESTIFIED

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. ANGELA BUFFAS, DOT/PF			
2.			
3.			
4.			
5.			

OBSERVED

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

```

TESTIFIED:
UNABLE:
OBSERVED:
TOTAL:

```

START TIME: END TIME:

```

*****
*
* DELIVER TO: LIUCROD
*
* ORIGINAL
* SENT: 02/21/90 TIME: 08:21
* FROM: LTCCNOM
* SUBJECT: 90-02-082; PL#1; DOT ISSUES, 2-21
* PRINT DATE: 02/21/90 TIME: 08:43
*
*****

```

```

T/C NO: 90-02-082

DATE: FEBRUARY 21, 1990
SPONSOR: HOUSE TRANSPORTATION
SUBJECT: OVERVIEW ON DEPT. OF TRANSPORTATION ISSUES
MODERATOR: R. ANNE BARRON
SITE: NONE

```

PARTICIPANT LIST

```

*****
TESTIFIED

```

NAME/REPRESENTING	ADDRESS	PHONE	BILL NO.
1. JOEL CRAFT/DOT, PF			
2. CHARLES COYLE/DOT, PF			
3.			
4.			
5.			

```

*****
OBSERVED

```

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

```

*****

```

```

TESTIFIED:
UNABLE:
OBSERVED:
TOTAL:

```

```

START TIME: END TIME:

```

```

***

```

Nome -

Chuck Coyle
Angelo
Joel Craft

NONRENTAL EQUIP 10-12 YRS
LOST 400.0 RDS-ALVENTS
26 Vill
140.0
BLDGS
400-500.0 Need

CAIS
ALL BLDG
VANDALISM
UNION
SECURITY FOR
EXPOSURES-NC

Kotzebue

Steve Lee

Willie Goodwin
Major
RD TO AIR FTR!
DOT HARD TO
WORK WITH
SNOW IN
FENCE

Kotzebue airports

WAITS: SAMPSON
NANA VPLD'S
NEW CONSTR
UPGR NANA AIRPS
7 BUDGET ON CONTR
5 HOR RWY
1. NEED TRNG course
FOR OPER'S
2. STAR FTR @ VILL
NO HERT
NOR VIK-
SPACE HTR

TRAIL STRIP
PLAN RD CONST

Galena

Harry Beard

LOSING PEOPLE
DUST

→ Nenana -

Dale Morton

INCR 7 AND SUMM PROJ
SAND
ASHP FTR
GOOD BLDG
MORE RM

→ Barrow -

Daniel Bollman

1 MAN
ALSO
10-12 OLD EQUIP YRS
FTR 1967 OLD RWY
852-6199

Bettles
Fort Yukon

contract - Woody Samon

- Fairbanks -

Patty Ethrington

+ FRITZ GUTHER
COMMON AIRPS
2 DOWN OLD EQUIP
19 AIRPS CONTR
MORE PWR NEED
1 YR CONTR + RENEW
L TERM

Tanana
Anchorage
Hasty
Galena

INVESTMENT

Jack Fips

DEVAL AREA
NEED MORE SAND
GRAVEL

BAMBERT
9-10.0
FY 2010

DH
THRU
AIRPS
CH IN FTR
SECURITY
PROB
1870
VIR

Fine 10,000/day or not allow
carriers like Alaska Airlines to come in.

Took -

26 contacts
30 state -
15 dry rental -
15 none rental -
25 city governments -

Harry Berg - Dust problem Galena.
State receives money from
airforce to maintain to higher standard

Kotzebue - Walter Simpson - UP - Nanna Corp
- Equipment broke down - no replacement
can't shovel runways - no flights/mail
Should look at training course
to cut down on costs.
Planning for airports should be
done using locals = ↓ costs

Willie - Mayor of Kotzebue
Kotzebue airport. - joke

S C R

47

HOUSE COMMITTEE REPORT

(5)

Date Referred: March 28, 1990

FURTHER REFERRALS:

FINANCE

Date of Committee Action: 4/10/90

The TRANSPORTATION Committee considered:

CSSCR 47 (Trsp) am

CS SCR NO. 47 (Trsp) am

CONSTRUCTION OF A RURAL ROAD SYSTEM

Requesting the establishment of policies, procedures, and standards for the construction and maintenance of rural roads.

RECOMMENDATIONS:

- [] be replaced with _____ [] the ~~same~~ title
[] have attached amendment(s) [] a new title
[] do pass
[] do not pass
[] no recommendation
[] individual recommendations
[] additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):
(Dept)

APPROVES PREVIOUS:

(Date Dept)

- [] fiscal impact _____
[] zero fiscal note _____
[] zero with analysis _____

- [] fiscal note(s) _____
[] zero fiscal note(s) _____
[] zero fn/analysis _____

SIGNING DO PASS:

[Signature]
[Signature]
[Signature]
[Signature]

SIGNING:

(Check approp. column)

	Do Not Pass	No Rec	Amend

[Signature]
Chairman's Signature

STATE OF ALASKA
1990 LEGISLATIVE SESSION

BILL VERSION : CS SCR 47 (Trsp)
 PUBLISH DATE : 3/2/90

FISCAL NOTE

REQUEST:

Revision Date: 13-Feb-90
 Title: Relating to construction of
a rural road system.
 Sponsor: Coghill
 Requestor: Transportation

Agency Affected: Natural Resources
 BRU: Management & Administration
 Components: Commissioner's Office

FEB 14 1990

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND&STRUCTURES						
GRANTS,CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Larry Ostrovsky Phone: 465-2400
 Division: Commissioner's Office Date: 13-Feb-90
 Approved by Commissioner: Lennie Gorsuch Date: 13-Feb-90
 Agency: Department of Natural Resources

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

Senator John B. (Jack) Coghill

Alaska State Legislature

Box V
Juneau, Alaska 99811
(907) 465-4797

Box 55028
North Pole, Alaska 99705
(907) 488-0862



MEMORANDUM

DATE: April 2, 1990

TO: Representative Richard Foster
House Transportation Committee Chairman

FROM: Senator Jack Coghill

SUBJECT: CS for SCR 47 (Trans) am: Requesting the establishment of policies, procedures, and standards for the construction and maintenance of rural roads.

RESOLUTION SUMMARY

The resolution requests DOT/PF to establish "policies, procedures, and standards of construction and maintenance for rural roads, including pioneer roads, seasonal roads, ice roads and trails."

It further resolves that the desires of communities affected by new roads be considered.

FISCAL IMPACT

There is a ZERO fiscal note from DNR. DOT has not issued a fiscal note because the impact to them is contingent on the legislature appropriating funds for construction and maintenance of rural roads. DOT's position paper is included with this memorandum.

ABOUT THE RESOLUTION

The City of Bettles brought the resolution concept to us and you will note from their letter (dated 1-25-90) and resolution 90-7, that SCR 47 is nearly identical.

The Senate amended the resolution by adding the second resolve which I have no problem with, because DOT usually does this in their process.

What we are looking for DOT to do in this resolution is centralize the location of their processes relating to rural roads and to fill any gaps that exist, so that communities like Bettles have the information they require to fulfill their access needs.

Feb. 15, 90 10:41 P.02

City of Bettles

Box 26023
Bettles, Alaska 99726
907-692-5191

Feb. 15, 1990

Senator Jack Coghill
P.O. Box V
Juneau, Ak. 99811

Dear Jack:

The City of Bettles heartily supports Senate Concurrent Resolution Number 47.

The State of Alaska needs to assume a more active role in the development of a Statewide road system.

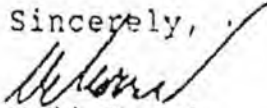
As you know, Alaska has become moribund in developing itself as a cohesive state and a significant beginning would be a pioneering quality road system which could evolve into a primary highway network.

Your proposed Resolution #47 directs DOT/PF's attention to an important Statewide need.

Let's continue to monitor DOT/PF after your resolution is presented to make sure they take it seriously.

Your work in Juneau is much appreciated by the City of Bettles.

Sincerely,


Neil Morris
Mayor

cc: Senator Binkley
Jones
Uehling
Zharoff
Representative Hoffman
Swackhammer
Wallis
Adams
Commissioner Hickey
Fairbanks Chamber of Commerce

City of Bettles

Box 26023
Bettles, Alaska 99726
907-692-5191

Jan. 25, 1990

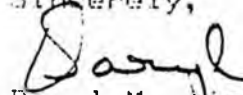
Senator Jack Coghill
P.O. Box V
Juneau, Ak. 99811

Dear Jack:

Bob Thomas of Thomas Engineering in Fairbanks would like to help draft some legislation that would fulfill the needs of this resolution.

We sure need something within D.O.T. that would establish guidelines which would allow affordable road construction in rural Alaska.

Sincerely,



Daryl Morris
Vice Mayor

encl: Res. 90-7

Gateway to the Arctic

City of Bettles

Box 26023
Bettles, Alaska 99726
907-692-5191

CITY OF BETTLES, ALASKA

RESOLUTION NUMBER 90-7

A RESOLUTION to establish within the State of Alaska, Department of Transportation, standards for a "Pioneering quality" road system.

WHEREAS, no network of roads exists in rural Alaska, and

WHEREAS, many Alaskan communities have a great need to become connected with neighboring cities, and

WHEREAS, several Alaskan cities in rural Alaska have the desire to become connected to nearby road systems that now exist, and

WHEREAS, a seasonal road system would provide an alternative means of moving freight to rural Alaskan communities, and

WHEREAS, a road system, though seasonal and minimal, would contribute to the reduction of the cost of living in many Alaskan areas, and

WHEREAS, a pioneering quality road system would be the basis upon which a future, more permanent system, could be established, and

WHEREAS, several Alaskan communities would assume the responsibility of developing and maintaining a segment of minimal standard road if they were to receive encouragement from DOT/PF, and

WHEREAS, the present criteria in DOT/PF for road construction and maintenance is not conducive to low cost, seasonal road development, and

WHEREAS, a seasonal road system would promote development of, and give access to, Alaska's natural resources, and

WHEREAS, a pioneering quality road would allow safe and economical transporting of hazardous materials such as fuels and explosives, and

Gateway to the Arctic

CITY OF BETTLES, ALASKA
RESOLUTION NUMBER 90-7
Page 2

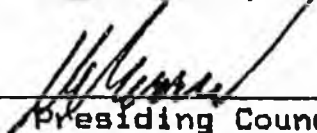
WHEREAS, a pioneering quality road would provide alternative means for convenient personnel transportation that is not subject to air schedules, and

WHEREAS, a pioneering quality road would make it possible to better utilize vehicles already owned as travel outside the immediate community would be practical, therefore,

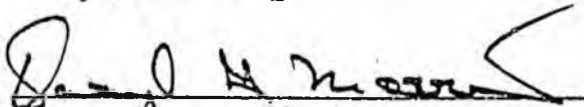
BE IT RESOLVED, that there be established within DOT/PF standards and policies for pioneering quality road construction and maintenance.

PASSED and APPROVED by a duly constituted quorum of the BETTLES CITY COUNCIL.

this 20TH day of Jan, 1990.



Presiding Councilman



Clerk



Department of Transportation and Public Facilities

POSITION PAPER

Bill No: SCR 47

Approved: Mark S. Hickey *MSH*
Commissioner

Title: Relating to construction of a rural road system

Date: March 1, 1990

The department is very supportive of the desire to expand the highway network within the state. The resolution speaks to the establishment of standards and policies. It is our opinion that standards already exist for most all categories of roads. However, policy for the greater development of the rural transportation network does need greater attention and the department intends to make this a component of a statewide transportation planning process.

At this time, the department is undertaking to prepare a statewide transportation plan. The concept of a rural network of pioneer type roads will be considered in the preparation of the plan. Any such planned expansion will engender capital and operating budget increments.

Positive steps have been taken recently to allow for "pioneer" type roads to be constructed with federal-aid funds. We now have Federal Highway Administration approval of a non-contiguous rural collector design standard. This new standard would allow us to build pioneer-type roads in certain circumstances. When state funding is exclusively involved, we can use even lower standards, to include such concepts as winter ice roads.

We would endorse any funding proposal structured to permit the department to plan for, acquire rights-of-way, and proceed with construction of a network of rural pioneer roads. A general fund appropriation for a rural pioneer road network is the logical means to obtain progress toward the expansion of the rural road system.

ALASKA DOT & PE PRECONSTRUCTION MANUAL

Chapter 11 - Design

January 1990

Non-Contiguous Rural Collectors

Sec: 11-20

11-20.00 INTRODUCTION

Throughout rural Alaska there is a need for local highway transportation systems to serve communities that are isolated from the primary and secondary highway systems of the state. The micro economies of these communities can be enhanced by local transportation systems. Current design standards for highways are out of scale with the needs of these communities and in most cases results in prohibitive costs. It is the intent of this section to establish reasonably safe design standards that will provide for the needs of these communities at a practical cost allowing a fair sharing of the highway transportation investment with rural Alaska.

11-20.01 Definition

A Non-Contiguous Rural Collector is defined as a highway that has a projected ADT < 400 and;

serves travel from adjoining properties to a community that is isolated (not connected to the primary or secondary highway system, or by a regular scheduled marine highway system) and may provide travel between two or more communities within a region that is isolated (not connected to the primary or secondary highway system).

11-20.02 Design Considerations

11-20.02.01 General

All design elements not addressed in this section shall conform to all remaining sections of this manual and the 1984 AASHTO Policy on Geometric Design of Highways and Streets (Chapter V may be considered applicable).

11-20.02.02 Design Traffic Volume

Traffic projections may prove to be difficult where new highway systems are under consideration. A twenty year traffic projection is normal for design purposes but lacking any historical trends the designer may have to resort to intuition and speculation. The economic goals and trends of the community certainly can provide insights. The design period selected principally may impact pavement structure design and the results of any cost effective analysis performed. Considering the probable low ADT's capacity analysis probably would not be of consequence.

11-20.02.03 Design Vehicle

The minimum design vehicle shall be a Single Unit Truck SUT. Economic activities in the region, such as mining, may dictate a larger design vehicle.

11-20.02.04 Design Speed

The minimum design speed shall be 20 mph. Greater design speeds are desirable.

11-20.05 Bridges

The minimum design loading for bridges shall be H15. Economic activities in the region may require a larger loading.

Bridge opening hydraulic capacities shall be designed for 50 years.

11-20.06 Traveled Way and Shoulders

Traveled way and shoulders shall conform to the widths shown in Table 11-20(1).

11-20.02.07 Horizontal and Vertical Geometric Controls

The requirements of Section 11-03, *Elements of Design*, shall be enforced.

ALASKA DOT & PE PRECONSTRUCTION MANUAL

Chapter 11 - Design

January 1990

Non-Contiguous Rural Collectors

Sec: 11-20

11-20.02.08 Section Geometry

The requirements of Section 11-04, *Cross Sections*, shall be enforced with the following modifications;

Fill slopes should conform to Figure 11-04(6) where embankment materials are convenient to the project. Where cost of materials are significant then a cost effective analysis may be used to establish slopes steeper than shown in Figure 11-04(6)

Cut fore slopes may be equal to or flatter than minimum fill height slopes.

11-20.02.09 Intersection Sight Distance

Intersection sight distances shall conform to those shown in Figure 11-09.25(01).

11-20.02.10 Traffic Control

Traffic control methods and devices shall conform to the requirements of the Alaska Traffic Manual.

TRAVELED WAY AND SHOULDER WIDTHS

Width (ft.) for Design Volume

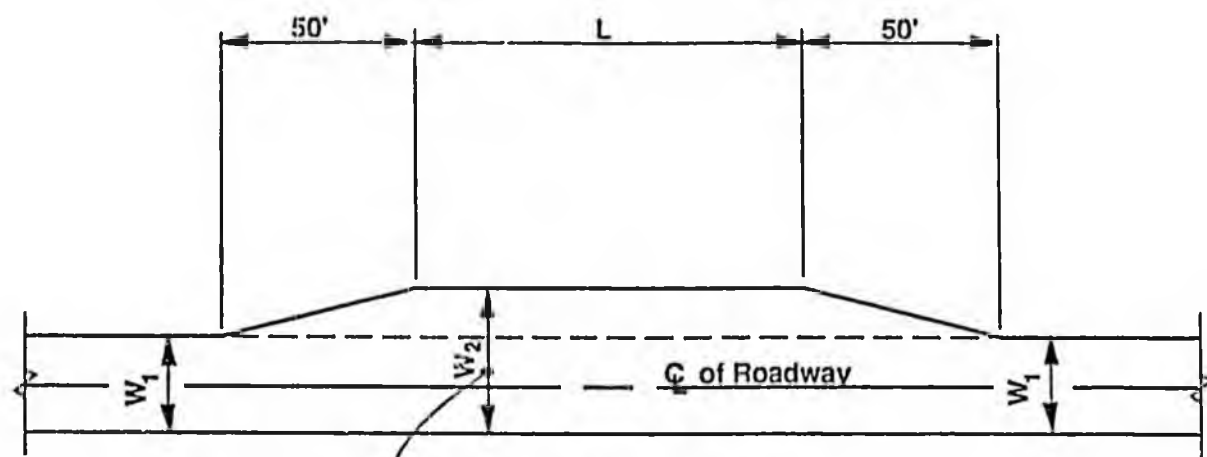
Design Speed (mph)	Design ADT Less than 100 (1)	Design ADT 100- 250	Design ADT 250-400
20	16	18	20
30	18	18	20
40	20	20	20

Width of Graded Shoulder (Each Side) (2)

All Speeds	2'	2'	2'
------------	----	----	----

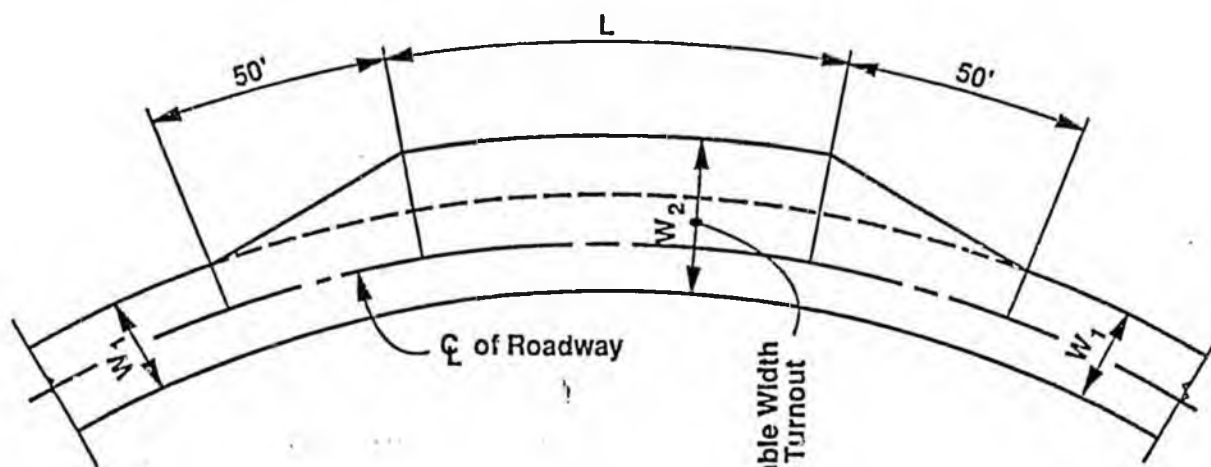
- 1) For ADT's less than 100 a two directional one lane road may be used. Turnouts, that are visible to each other, shall be provided at minimum 1,000 ft. intervals and at all curves where stopping sight distance is below minimums. The minimum total width shall be 12-ft. and the maximum shall 14-ft.
- 2) In most cases guardrail requires an additional 2-ft. graded shoulder.

Table 11-20(1)



ROAD ON TANGENT

Usable Width at Turnout



ROAD ON CURVE

W_1	L	W_2
12'	100'	22'
14'	100'	24'

TURNOUTS for TWO DIRECTIONAL ONE LANE ROADS