

2024 LWCF GRANT APPLICATION
FINGER LAKE SRS PAVING, STRIPING, AND ELECTRICAL
COMBINED PROJECT AND BUDGET NARRATIVE
AND PHOTOGRAPHIC RECORDS OF SITE CONDITIONS

Alaska Division of Parks and Outdoor Recreation (DPOR) is proposing to improve its Finger Lake State Recreation Site (SRS) facility. Finger Lake SRS is a 69-acre outdoor recreation facility located between Palmer and Wasilla, Alaska. The facility, located off MP 0.7 of Bogard Road, consists of the division's Mat-Su Region headquarters building; maintenance and storage buildings/structures; 8-campsite RV campground; 16-campsite tent campground (includes two group-use camping sites); double-launch concrete boat ramp; 41-stall parking area for boating and lake access; two floating docks; picnic areas; two double-vaulted toilets; and campground host site. Camping, picnicking, boating, and fishing are the primary recreation activities at this site. Figure 1 is an aerial view of the lake access portion of the facility.



Figure 1 - Finger Lake Boat Launch

The facility was originally under federal ownership and managed by the US Department of Interior, Bureau of Outdoor Recreation until it was conveyed to the State of Alaska in 1971. At the time of federal ownership, it served as an administrative site and campground. The state continued those functions upon taking over and improved the facility extensively beginning in the 1990s. An LWCF grant was awarded in 1990 (LWCF Project 02-00343) to improve the boating access portion of the site to include gravel-surfaced parking and boat ramp. In 2001, a double-launch concrete boat ramp was constructed to improve the gravel boat ramp and floating docks installed in partnership

with the Alaska Department of Fish and Game. The main road was paved in 2009 under a deferred maintenance initiative. Two LWCF grants were awarded during the early 2010s (LWCF Projects 02-00401 and 02-00407) to improve and develop the RV and tent campgrounds including furnishings and amenities. The concrete boat ramp was further improved in 2022 by extending it and addressing scouring that was taking place at the end of the ramp.

Currently, the gravel roads and parking areas are littered with potholes. The gravel surface cause airborne dust during the dry summer months and when traffic is the heaviest. Figures 2 and 3 depict some of the potholed roads and parking areas. A section of the paved access road has settled and is at risk of failure. The area is at an outside curve and could pose as serious hazard to motorists. The RV campsites do not have electrical hook-ups, so generators are used to provide power. The generators are noisy and produce fumes, both of which adversely affect the camping experience at the campground. A couple of campsites at the tent campground have short parking stalls and are unable to accommodate vehicles larger than a small passenger car (Figure 4). Signage and site furnishings were updated in 2014/2015 and are still in good condition.



Figure 2 - Potholes Along the RV Campground Road



Figure 3 - Potholes at the Boat Launch Parking Area



Figure 4 – Example of Existing Campsite Too Short for Larger Vehicles

This project will pave and stripe the unpaved portions of the park to include the headquarters area, campgrounds, circulation roads, and boat launch parking to prevent potholing and help control airborne dust generated at the site. The failing section of the access road will be excavated, rebuilt with structural fill, and repaved to ensure that it will continue to be safe for vehicle travel. The boat launch parking area will also be expanded slightly to add three new parking stalls to maximize parking capacity. Electrical hook-ups will be installed at each of the RV campsites and serviced by running new underground electrical service lines. Junction boxes and conduit will be installed to allow for easy servicing of the underground electrical lines. Two campsites will be reconfigured to maximize the length of the parking stall and accommodate vehicles larger than small passenger cars. A drawing of the proposed work is included in the grant application package for reference.

DPOR will deliver this project via the standard Design-Bid-Build delivery model. The section chief will oversee and manage the overall grant. DPOR will assign a project manager to manage a team of design professionals to complete this project from preliminary design through construction. The team will consist of civil engineers, an environmental impact analyst, and interpretation and education staff and will be responsible for developing bid-ready drawings and specifications for construction of the project.

DPOR staff will perform the design work. Engineers assigned to the project will perform due diligence and field data collection work in preparation for design activities. The environmental impact analyst will also perform field data collection work with specific attention to environmental and permitting needs. Survey equipment will be rented, and miscellaneous survey supplies procured to support field data collection efforts. State fleet vehicles will be used to travel from the office to the project site.

After the due diligence and field data collection phase is complete, engineers will begin design work including developing 35%, 65%, and 95% plan sets for review. Each review is conducted to ensure alignment with project objectives and sound set of plans. The plans at 65% will be developed enough to begin applying for the various construction permits. The environmental impact analyst will take the lead in that effort with technical input from the project engineer.

After the 95% review, DPOR will develop 100% As-Advertised plans and advertise it publicly for construction procurement. Construction procurement will be by competitive sealed bids in accordance with the State of Alaska Procurement Code (AS 36 and 2 AAC 12). DPOR will award the construction contract to the lowest, responsive, and responsible bidder.

The construction contract will be administered at the project site by a resident engineer (project engineer) on a full-time basis to ensure complete contract compliance by the contractor in accordance with AS 35.10.030 and 2 CFR Part 200.328. The resident engineer will document daily work progress, resolve field questions, approve completed work, address unforeseen conditions, issue change orders as required, recommend progress payments, track the project budget, and all other duties necessary to ensure project compliance and success.

Upon substantial completion of construction work, the resident engineer will schedule a final inspection at which time the entire project team will tour the project site and ensure that the finished product is constructed according to the plans and meets the project objectives.

The project engineer will perform project close out activities after the construction work has been completed and accepted. Close out activities include administrative paperwork to close out the construction contract and preparing As-Built drawings. Once those tasks are completed then the project is officially complete. All records will be retained for three years after which they will be archived electronically, and the hardcopies destroyed.

The project staff will charge their time (personal services), including associated indirect, to the match funds. Travel, services, commodities, and some contractual expenses (contract payments) will also be charged to the match funds. The grant funds will be used primarily for contract payments. This will likely result in frontloading the match-to-grant ratio.