

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. HB 205 (Page 1 of 2)
 Title Trails, Waterways, and Campsites System
 Requested by House Resources Date 5/1/81

II. FISCAL DETAIL
 Agency Affected Natural Resources - Parks
 Program Category Affected NRMEC - Parks & Recreation
 BRU, Program, or Subprogram(s) Affected Park Operations - Park Design/Development
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES		39.8	43.8	48.2		
200 TRAVEL		3.6	4.0	4.4		
300 CONTRACTUAL		3.1	3.4	3.8		
400 COMMODITIES		0.5	0.6	0.6		
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		47.0	51.8	57.0		

FUNDING (Thousands of Dollars)

GENERAL FUND		47.0	51.8	57.0		
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME		1.0	1.0	1.0		
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Costs associated with this bill would fall into two categories: administrative and operational.

Administrative costs are identified in lines 100 through 400 - a total of 47.0 for FY82. Those monies would fund a full-time Park Planner II position to function as "trails system coordinator" by working with municipal governments and State agencies in developing the system plan and the agreements necessary to implement the plan and to fulfill other duties, such as developing the marker system, working with the Department of Transportation and Public Facilities to incorporate trailheads and waterways access in the design and development of all State highway projects which affect the system plan, establishing regulations concerning distribution of operational funds to municipalities, and preparing and maintaining the five-year development plan and the annual report to

IV. DATE 5/8/81 OVER
 PREPARED BY Hilton Wolfe *Hilton Wolfe*
 AGENCY Natural Resources - Parks
 PHONE 465-2421

Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

the Legislature. This position would also insure, for example, that the State would be able to participate in the activities of the Iditarod Trail Committee, along with Federal agencies and private interests to insure that this world-class trail is legally recorded and managed for public use.

It is understood that the intent of the House Resources Committee is for the system plan to be developed in FY82 and that funding requests to implement and operate the system would be presented next session for FY83 and subsequent years. Consequently line 600 shows zero funds at this time; however, the fiscal note for the companion bill - CSSSSB 189 - does show 3,000.0 for FY82, based upon our understanding that the Senate Resource Committee did wish to fund selected, priority units of the system as it becomes designated in FY82. A copy of the fiscal note for CSSSSB 189 is attached for informational purposes.

Introduced: 2/20/81
Referred: Resources and
Finance

1 IN THE HOUSE

BY THE STATE AFFAIRS COMMITTEE

2 HOUSE BILL NO. 205

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act providing for a state historical, recreational,
7 and wilderness trails, waterways, and campsite system;
8 and providing for an effective date."

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

10 * Section 1. AS 41.20.070 is amended to read:

11 Sec. 41.20.070. ESTABLISHMENT. There is established in the state
12 a system of historical, recreational and wilderness trails, waterways,
13 and campsites. The system shall include all state trails, waterways,
14 and campsites designated under AS 41.20.080 and those local government
15 trails, waterways, and campsites nominated by local governments for
16 inclusion in the system which are approved by the commissioner of
17 natural resources.

18 * Sec. 2. AS 41.20.080 is repealed and reenacted to read:

19 Sec. 41.20.080. SELECTION. (a) The Department of Natural Re-
20 sources, in consultation with the Departments of Fish and Game and
21 Transportation and Public Facilities, shall designate a system of
22 wilderness trails, waterways, and campsites throughout the state.
23 Significant in the selection shall be the scenic, recreational, his-
24 toric, natural, or cultural qualities of the areas through which the
25 trails and waterways may pass.

26 (b) Trails, waterways, and campsites designated under this section
27 shall

28 (1) serve the recreational needs of a substantial number of
29 people;

1 (2) provide access to areas of historical, natural, or
2 recreational interest, including but not limited to other publically
3 owned land and resources;

4 (3) protect, provide for, or enhance the use and enjoyment
5 of publically owned land or resources by the public;

6 (4) provide linkage with other existing or potential units
7 of the system, including those located on federal or municipal land;

8 (5) contribute to the development of tourism;

9 (6) be included in an existing state or local government
10 capital improvement plan; or

11 (7) be otherwise consistent with long-range planning for
12 recreation, tourism, preservation of historical landmarks, protection
13 of traditional uses, or economic development.

14 (c) When practicable, trails designated to be part of this system
15 should follow traditional routes. When a trail is designated for its
16 historic value, the historic route shall be designated as the official
17 Alaska trail system unit. However, the commissioner may alter the
18 historic route if changing natural conditions of the land have rendered
19 the historic route infeasible or if portions of an historic route
20 cannot be located or the existing land status necessitates certain
21 rerouting to make the trail whole.

22 (d) The Department of Natural Resources may acquire the trail
23 sites selected under this section by grant, gift, purchase, lease,
24 dedication or prescription and hold them in the name of the state.
25 However, nothing in this chapter requires the transfer of title to land
26 within an existing or proposed unit of the system from a municipality
27 to the state or the transfer of maintenance or management responsibili-
28 ties except as may be contained in an agreement between the parties.
29 The Department of Natural Resources is also authorized to enter into

1 cooperative management agreements with federal agencies, municipal
2 governments, and private land owners to carry out the purposes of
3 AS 41.20.070 - 41.20.125.

4 (e) Trails, waterways, or campsites designated or acquired under
5 this section shall contain sufficient reservations of land to provide
6 for the purposes for which the unit is established.

7 (f) Money appropriated by the legislature to carry out the pur-
8 poses of AS 41.20.070 - 41.20.125 may be expended on any units within
9 the system, including portions of the system owned by municipalities,
10 and may be spent on management, maintenance, and administration of
11 existing units and planning or acquisition of proposed units. In
12 accordance with appropriations, the Department of Natural Resources,
13 division of parks, shall make payments to municipalities for these
14 purposes.

15 * Sec. 3. AS 41.20.090 is amended to read:

16 Sec. 41.20.090. UNIFORM MARKERS [MARKER]. The commissioner of
17 natural resources shall establish a uniform comprehensive statewide
18 system of markers [MARKER] for the historical, recreational, and wilder-
19 ness trails, waterways, and campsites system, including appropriate in-
20 formation of historical, geological, biological, or other significance.

21 * Sec. 4. AS 41.20.100 is amended to read:

22 Sec. 41.20.100. REGULATIONS. The commissioner of natural re-
23 sources shall adopt [PROMULGATE] regulations concerning the use, manage-
24 ment, development, and administration of the trails and for the inclu-
25 sion of local government trails within the system. The commissioner
26 shall also adopt regulations relating to payments of money to munici-
27 palities (under AS 41.20.080(f)) to carry out the purposes of AS 41.-
28 20.070 - 41.20.125.

29 * Sec. 5. AS 41.20 is amended by adding a new section to read:

1 Sec. 41.20.105. TRAILS IN LOCAL GOVERNMENT AREA. The Department
2 of Natural Resources may enter into cooperative agreements with local
3 governments for the acquisition, development, and marking of trails
4 within the local government area.

5 * Sec. 6. AS 41.20.110 is amended by adding a new subsection to read:

6 (c) In accordance with plans developed jointly with the division
7 of parks, the Department of Transportation and Public Facilities shall
8 develop and construct trail heads to serve the trail system, and shall
9 develop and provide for safe and adequate public access to waterways in
10 the system. The Department of Transportation and Public Facilities
11 shall incorporate these trailheads and means of access to waterways in
12 the design and development of all state highway projects which affect
13 the system.

14 * Sec. 7. AS 41.20 is amended by adding new sections to read:

15 Sec. 41.20.115. INFORMATIONAL MATERIAL. The division of tourism
16 shall prepare informational material for state and national distribu-
17 tion promoting the use of state historical, recreational, and wilder-
18 ness trails, waterways, and campsites and shall coordinate this promo-
19 tional material with information and advertising promoting tourism to
20 state parks and historical sites.

21 Sec. 41.20.125. REPORT. By the first Monday in January of each
22 year the division of parks shall file with the governor and the legis-
23 lature a report showing trails, waterways, and campsites included in
24 the system, arrangements made or entered into for use, development,
25 maintenance, or marking of units within the system, and money expended
26 or committed for these purposes.

27 * Sec. 8. This Act takes effect July 1, 1981.
28
29

Original sponsor: State Affairs Committee

Offered: 5/13/81
Referred: Finance

1 IN THE HOUSE

BY THE RESOURCES COMMITTEE

2 CS FOR HOUSE BILL NO. 205 (Resources)

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4 TWELFTH LEGISLATURE - FIRST SESSION

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15 government trails, waterways, and campsites nominated by local govern-
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18 (b) The system shall be administered by the Department of
19 Natural Resources, division of parks.

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6 (3) protect, provide for, or enhance the use and enjoyment
7 of publicly owned land or resources by the public;

8 (4) provide linkage with other existing or potential units
9 of the system, including those located on federal or municipal land;

10 (5) contribute to the development of tourism;

11 (6) be included in an existing state or local government
12 capital improvement plan; or

13 (7) be otherwise consistent with long-range planning for
14 recreation, tourism, preservation of historical landmarks, protection
15 of traditional uses, or economic development;

16 (8) be unpaved.

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28 However, nothing in this chapter requires the transfer of title to land
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29 inclusion of local government trails within the system. The commis-

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9 * Sec. 6. AS 41.20.110 is amended by adding a new subsection to read:

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11 of parks, the Department of Transportation and Public Facilities shall
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14 the system. The Department of Transportation and Public Facilities
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16 the design and development of all state highway projects which affect
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27 legislature a report showing trails, waterways, and campsites included
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or committed for these purposes.

(b) The division shall prepare and maintain a five-year development plan incorporating nominations by municipalities of trails for inclusion within the system. The plan shall be included in its annual report.

* Sec. 8. This Act takes effect July 1, 1981.

COMMITTEE REPORT

HOUSE

FURTHER:

5/13/81

(11)

Date: _____

Mr. Speaker:

The Committee on FINANCE has had HB 205

"An Act providing for a state historical, recreational, and wilderness trails, waterways, and campsite system; and providing for an effective date."

under consideration and reports it back as follows:

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

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

CHAIRMAN

COMMITTEE REPORT

HOUSE

5/13

FURTHER: FINANCE

2/20/81

(11)

Date: MAY 12, 1981

Mr. Speaker:

The Committee on RESOURCES has had HB 205

"An Act providing for a state historical, recreational, and wilderness trails, waterways, and campsite system; and providing for an effective date."

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

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for HR 205 (Res) same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" ~~New~~ Fiscal Note
- reports it back ^{individually} without recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

Tony Gardiner

A Smith

Tom Vaska

R B Pittman

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Paul F. Zharoff (do not Pass)

Dora Hurlbut No rec

Eric Sutchffe NO REC

Ben Summary (no Rec)

Tony Gardiner
 Co-CHAIRMAN
Paul F. Zharoff

Berry
12-0716

Original sponsor: State Affairs Committee

Offered: 5/13/61
Referred: Finance

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2 (b) The division shall prepare and maintain a five-year develop-
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6 * Sec. 8. This Act takes effect July 1, 1981.
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Berry
12-0716

Introduced: 2/20/81
Referred: Resources and
Finance

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COMMITTEE COPY

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13 division of parks, shall make payments to municipalities for these
14 purposes.

15 * Sec. 3. AS 41.20.090 is amended to read:

16 Sec. 41.20.090. UNIFORM MARKERS [MARKER]. The commissioner of
17 natural resources shall establish a uniform comprehensive statewide
18 system of markers [MARKER] for the historical, recreational, and wilder-
19 ness trails, waterways, and campsites system, including appropriate in-
20 formation of historical, geological, biological, or other significance.

21 * Sec. 4. AS 41.20.100 is amended to read:

22 Sec. 41.20.100. REGULATIONS. The commissioner of natural re-
23 sources shall adopt [PROMULGATE] regulations concerning the use, manage-
24 ment, development, and administration of the trails and for the inclu-
25 sion of local government trails within the system. The commissioner
26 shall also adopt regulations relating to payments of money to munici-
27 palities (under AS 41.20.080(f)) to carry out the purposes of AS 41.-
28 20.070 - 41.20.125.

29 * Sec. 5. AS 41.20 is amended by adding a new section to read:

1 Sec. 41.20.105. TRAILS IN LOCAL GOVERNMENT AREA. The Department
2 of Natural Resources may enter into cooperative agreements with local
3 governments for the acquisition, development, and marking of trails
4 within the local government area.

5 * Sec. 6. AS 41.20.110 is amended by adding a new subsection to read:

6 (c) In accordance with plans developed jointly with the division
7 of parks, the Department of Transportation and Public Facilities shall
8 develop and construct trail heads to serve the trail system, and shall
9 develop and provide for safe and adequate public access to waterways in
10 the system. The Department of Transportation and Public Facilities
11 shall incorporate these trailheads and means of access to waterways in
12 the design and development of all state highway projects which affect
13 the system.

14 * Sec. 7. AS 41.20 is amended by adding new sections to read:

15 Sec. 41.20.115. INFORMATIONAL MATERIAL. The division of tourism
16 shall prepare informational material for state and national distribu-
17 tion promoting the use of state historical, recreational, and wilder-
18 ness trails, waterways, and campsites and shall coordinate this promo-
19 tional material with information and advertising promoting tourism to
20 state parks and historical sites.

21 Sec. 41.20.125. REPORT. By the first Monday in January of each
22 year the division of parks shall file with the governor and the legis-
23 lature a report showing trails, waterways, and campsites included in
24 the system, arrangements made or entered into for use, development,
25 maintenance, or marking of units within the system, and money expended
26 or committed for these purposes.

27 * Sec. 8. This Act takes effect July 1, 1981.
28
29

ALASKA STATE LEGISLATURE

TWELFTH Legislature FIRST... Session

HOUSE BILL..... NO. 205..

By THE STATE AFFAIRS.....
COMMITTEE

"An Act providing for a state historical, recreational, and wilderness trails, waterways, and campsite system; and providing for an effective date."

Historical, recreational, and wilderness trails, waterways, and campsite system

Introduced in the House ..2/20....., 19...81

HISTORY IN THE HOUSE

19 81

Feb. 20

Read first time and referred to Committee on
Resources and Finance

Reported back with recommendation that

Read second time and

Read third time and

PASS	Effective Date
Yeas	Yeas
Nays	Nays
Absent	Absent
Excused	Excused

Reconsideration

PASS	Effective Date
Yeas	Yeas
Nays	Nays
Absent	Absent
Excused	Excused
Reported correctly engrossed	
Signed by Speaker	
Sent to Senate	

CHIEF CLERK OF THE HOUSE

HISTORY IN THE SENATE

19

Read first time and referred to Committee on

Reported back with recommendation that

Read second time and

Read third time and

PASS	Effective Date
Yeas	Yeas
Nays	Nays
Absent	Absent
Excused	Excused

Reconsideration

PASS	Effective Date
Yeas	Yeas
Nays	Nays
Absent	Absent
Excused	Excused
Reported correctly engrossed	
Signed by President	
Returned to House	

SECRETARY OF THE SENATE

HISTORY IN THE HOUSE

19

Received from Senate

Concurred in Senate amendment thus adopting:
VOTE

Failed to concur in Senate amendment; asked Senate to recede
VOTE

Senate receded from amendment
VOTE

Senate failed to recede from amendment
VOTE

CC appointed by House

CC appointed by Senate

CC adopted by House
VOTE

CC adopted by Senate
VOTE

To enrolling
Reported correctly enrolled
Sent to Governor

..... by Governor

Filed with Lt. Governor

Chapter No.

LEGISLATIVE CIP FEASIBILITY STUDY REQUESTS

This procedure is designed to assist legislators in preparation of capital project requests that ensure the request is feasible, projected costs are realistic, and time constraints for completion are known. All project requests submitted to the Finance Committees for study shall be submitted on the "Proposed Capital Project" Form 35 with all information provided. (A copy of Form 35 is attached.)

The feasibility study process will provide legislators with an independent professional review of proposed Capital Improvement Projects (CIP). The studies will be directed and monitored by Legislative Finance during the interim between legislative sessions. Legislators are encouraged to target studies for the period between the first and second sessions to insure follow-up for the projects to be funded with construction appropriations.

A feasibility study may vary depending on type of project and specific inquiries of the sponsor. Typical questions surrounding capital improvement projects are:

- Is it feasible?
- What major problems exist?
- What are the alternatives?
- How long will it take to construct?
- What will it cost?

The following table can serve as a guide in establishing feasibility study costs:

<u>ESTIMATED CONSTRUCTION COST</u>	<u>FEASIBILITY STUDY COST</u>
\$ 100,000	\$ 9,000
200,000	15,000
500,000	20,000
1,000,000 or over	40,000

An example of a feasibility study is presented in the attached study for Aleknagik dock, prepared by Lium Engineering. The Aleknagik study was requested by Representative Nels Anderson, and funded by the 1980 Legislature, FCCS HB 60 at \$25,000. This study describes feasible alternatives, their cost, and major obstructions or impediments to completion. As can be seen, the alternatives and corresponding cost estimates can serve the Legislature well in establishing an appropriation amount to fund the alternative selected by the Legislature.

THE ALEKNAGIK DOCK STUDY WAS USED AS AN EXAMPLE
FOR THE CIP FEASIBILITY STUDY REQUESTS.

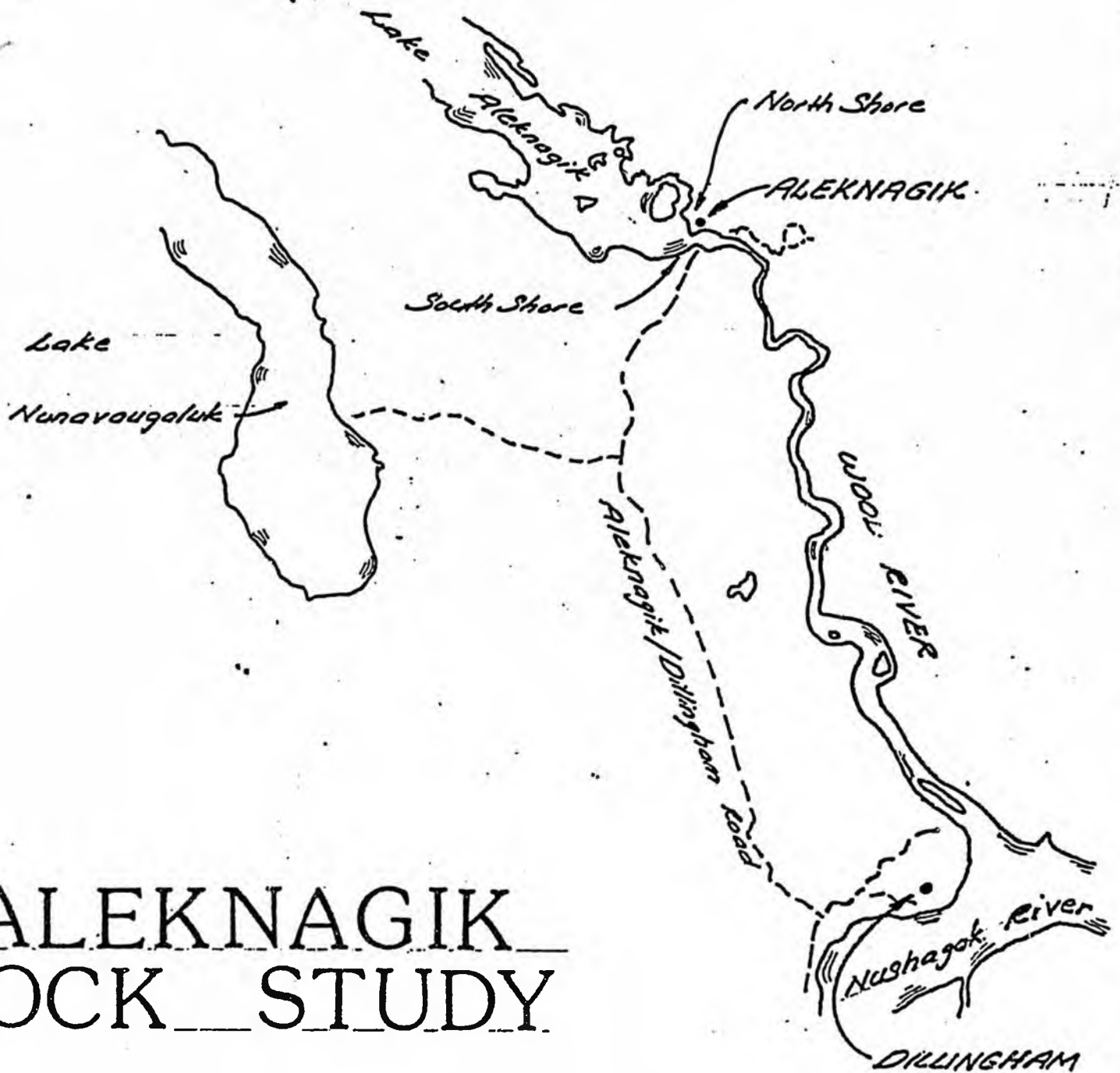
ilum

Engineering

ATTACHMENT "B"

(907) 586-1164

P.O. Box 208, Douglas, Alaska



ALEKNAGIK DOCK STUDY

STATE of ALASKA, DOTPF
 Div. of Harbor Design & Const.

January 1981

ALEKNAGIK DOCK STUDY

PREPARED FOR:

STATE OF ALASKA
JAY HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
ROBERT W. WARD, COMMISSIONER

DIVISION OF HARBOR DESIGN AND CONSTRUCTION
DON STATER, DIRECTOR

JANUARY 1981

BY:

LIUM ENGINEERING

TABLE OF CONTENTS

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North Shore Alternatives	5
South Shore Alternatives	14
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ALEKNAGIK DOCK STUDY

INTRODUCTION

A professional services contract between Lium Engineering and the State of Alaska, DOTPF, Division of Harbor Design and Construction became effective on October 9, 1980. The purpose of the contract (DOTPF project K31401) was to study the feasibility of developing docks at Aleknagik, Alaska.

The study was proposed in the spring of 1980 by Representative Nels A. Anderson, Jr. and was funded by the 1980 legislature under FCCSHB 60, section 227 (page 30). Section 227 as amended by Governor Jay Hammond reads: "The sum of \$25,000 is appropriated from the General Fund to DOTPF, Division of Harbor Design and Construction for a feasibility study of a dock facility at Aleknagik."

The study, reported herein, defines the needs for docks at Aleknagik and describes feasible alternatives to satisfy these needs.

Mr. Pat Kohler, Aleknagik Administrator, explained the village's needs for docks during an inspection of the proposed sites by Lium Engineering on November 7, 1980.

ALEKNAGIK

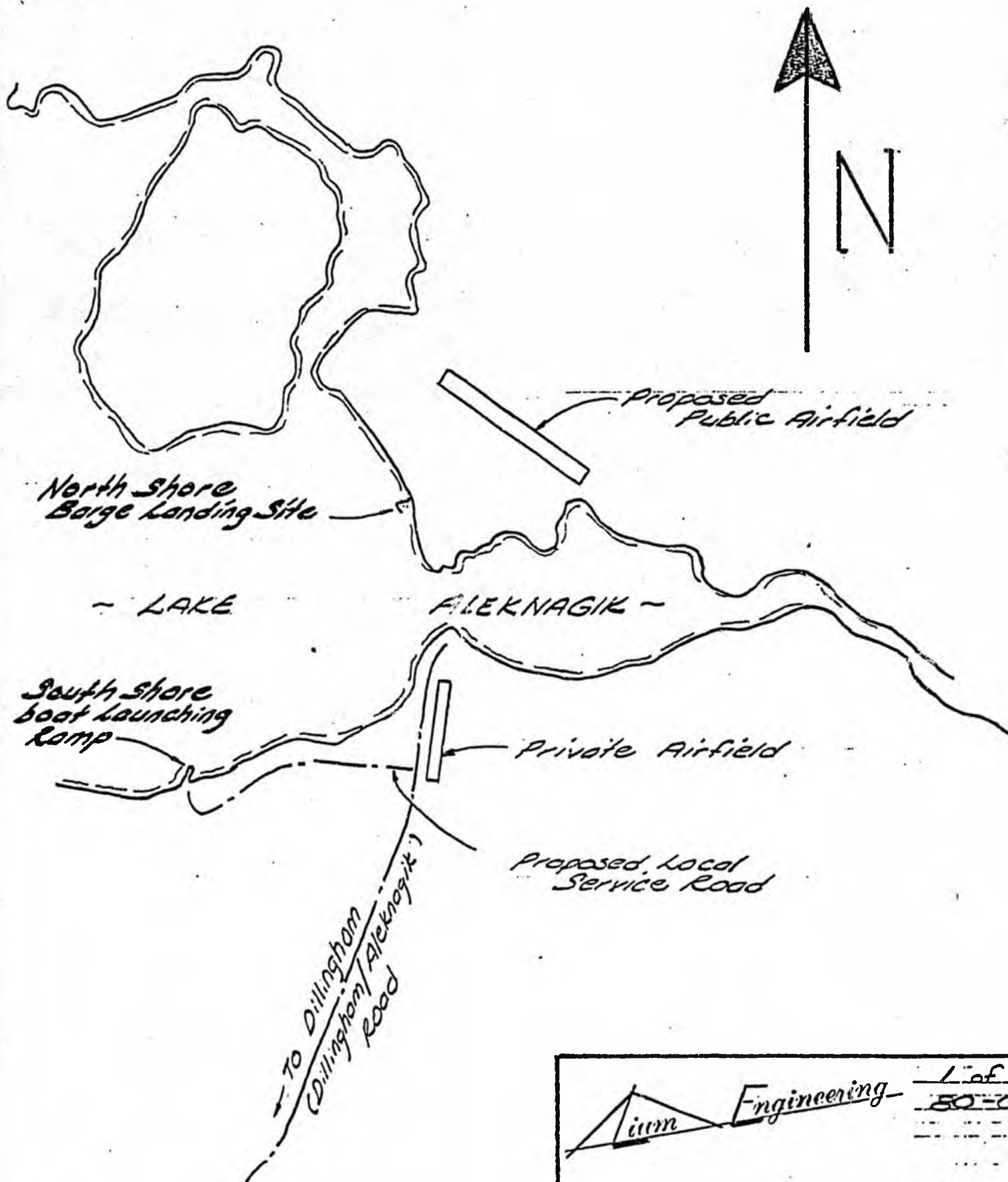
Aleknagik is located in the Bristol Bay region of Southwestern Alaska. The outlet of Lake Aleknagik into Wood River splits the village into two settlements called North Shore and South Shore.


South Shore, at the end of a 20 mile gravel road from Dillingham, contains the school, post office, several residences and a private airport. Approximately 30 persons live at South Shore. A boat launching ramp is needed here to accommodate the pleasure boats of Dillingham residents.

Approximately 100 persons reside at North Shore. In addition to the residents, North Shore contains the village offices and a street system developed by DOTPF Local Service Roads Section in 1977. A public airport for light planes is now being developed here. A barge landing, haul-out ramp for fishing boats, and temporary protection for skiffs are the needs at North Shore.

Skiffs with outboards provide access from North Shore to South Shore except when the lake is frozen over. The natural sandy gravel beaches on both shores provide satisfactory beaching for the skiffs during calm weather. Protected beaches for temporary mooring during windy weather are needed.

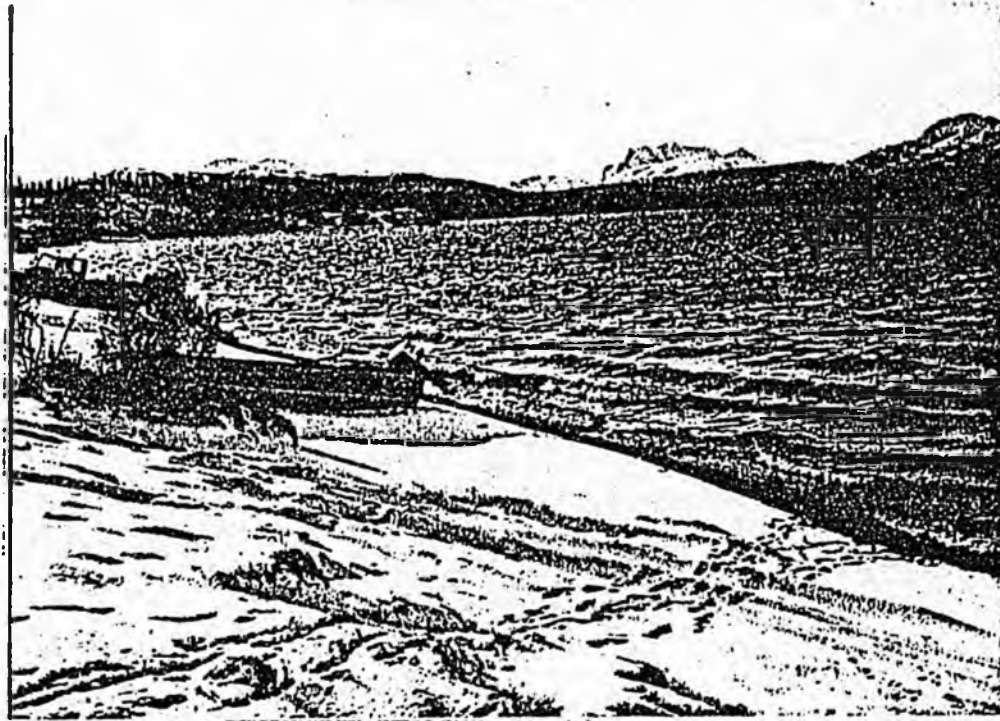
Two local barge services transport fuel and dry goods up the Wood River from Dillingham to Aleknagik.




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50-019

ALEKNAGIK
DOCK STUDY
SITE MAP

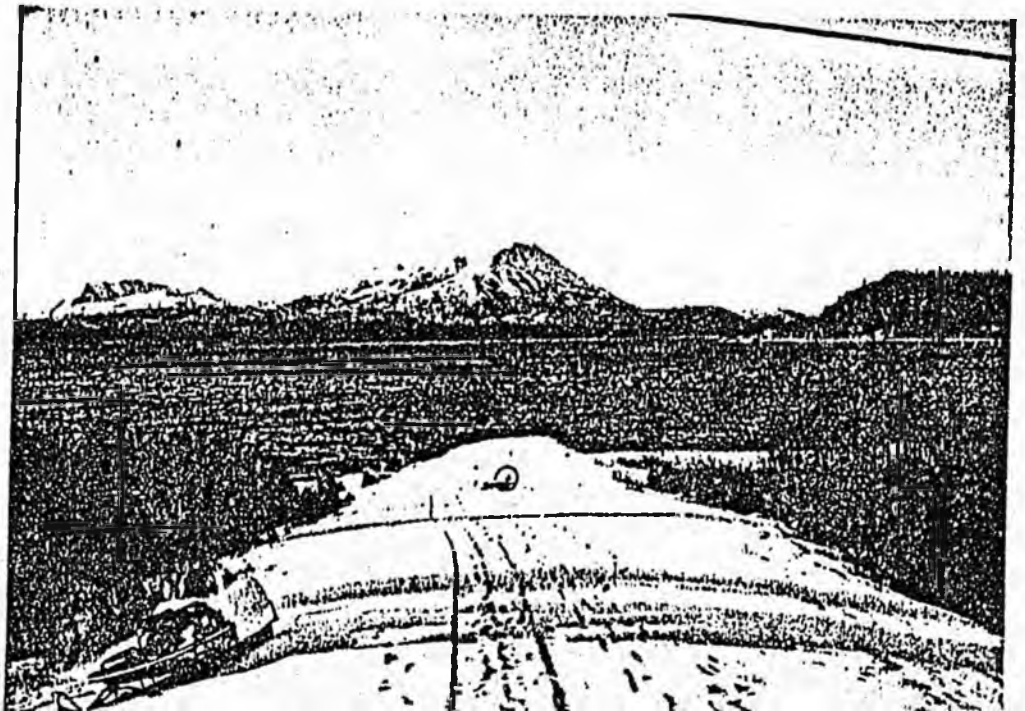
LAKE ALEKNAGIK OUTLET INTO WOOD RIVER
(From North Shore)



TYPICAL SKIFF
(at North Shore)



FISH STREET AT NORTH SHORE



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4
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NORTH SHORE ALTERNATIVES

The needs at North Shore are a barge landing, haul-out ramp for fishing boats, and protected beach for skiffs.

The proposed site at the end of Fish Street is sheltered from south, southeast, and east winds, is adjacent to public property available for boat or freight storage, and is conveniently located for ready access through the newly developed street system to the entire community. Currently there is no barge landing adjacent to the street system. Goods, therefore must be transported by hand.

Sketches of Alternative B show a feasible dock and ramp for North Shore. The dock is a steel pile, steel beam structure supporting precast concrete deck panels. It is sized for a barge 32 ft. wide and 80 ft. long with draft not greater than 4 feet. Because barges do not operate during the extremely low water of winter months, a bottom elevation three feet below lowest water level will be satisfactory at face of dock.

Adjacent to the dock is a sixteen foot wide boat launching ramp with surface of precast concrete planks. Details for this ramp are typical of the latest ramps developed by Alaska's Division of Harbor Design and Construction. The sides of the launching ramp embankment slope 5 units horizontal to 1 unit vertical. During design development the actual fill slope that will accom-

moderate wave action will be determined. Conversely, steep slopes with slope protection or a bulkhead retained fill may replace the slopes shown.

Alternative B will present the least obstruction to any parallel-with-shore currents that may be present, but are not evident, along this shore. The alternative has one serious fault, however: it does not provide any protection from north, northwest, or west winds for skiff beaching. The estimate for Alternative B indicates a total cost of \$810,000.

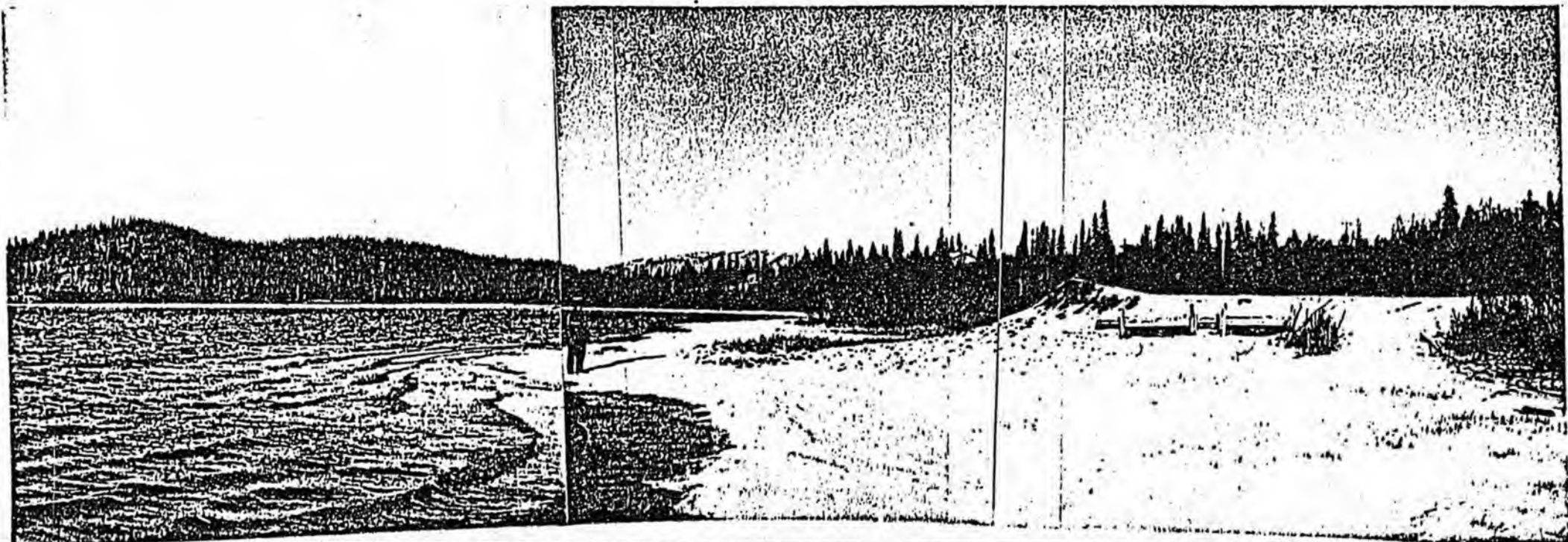
Alternative A substitutes a steel sheetpile bulkhead and gravel fill topped with precast concrete planks for the steel frame dock. Otherwise it is very similar to Alternative B. The sheetpile bulkhead extends south far enough to provide excellent protection for the 5 to 1 side slope of gravel fill and any skiffs that are beached on this slope. The only expected detrimental effect of obstructing the (possible) along-shore current by selecting Alternative A would be a slow accumulation of soil at the entrance to the skiff beaching area. Because the entrance now conceived will go dry during extreme low water it will be easy to maintain with a small backhoe, front end loader or dozer. Alternative A costs \$60,000 less than Alternative B. At this early stage of project development the estimated difference of cost cannot be considered significant.

Alternative A is superior to B because of the skiff protection provided and should, with the similar estimated costs, be selected unless there are environmentally valid objections to placing the bulkhead contained fill into the lake.

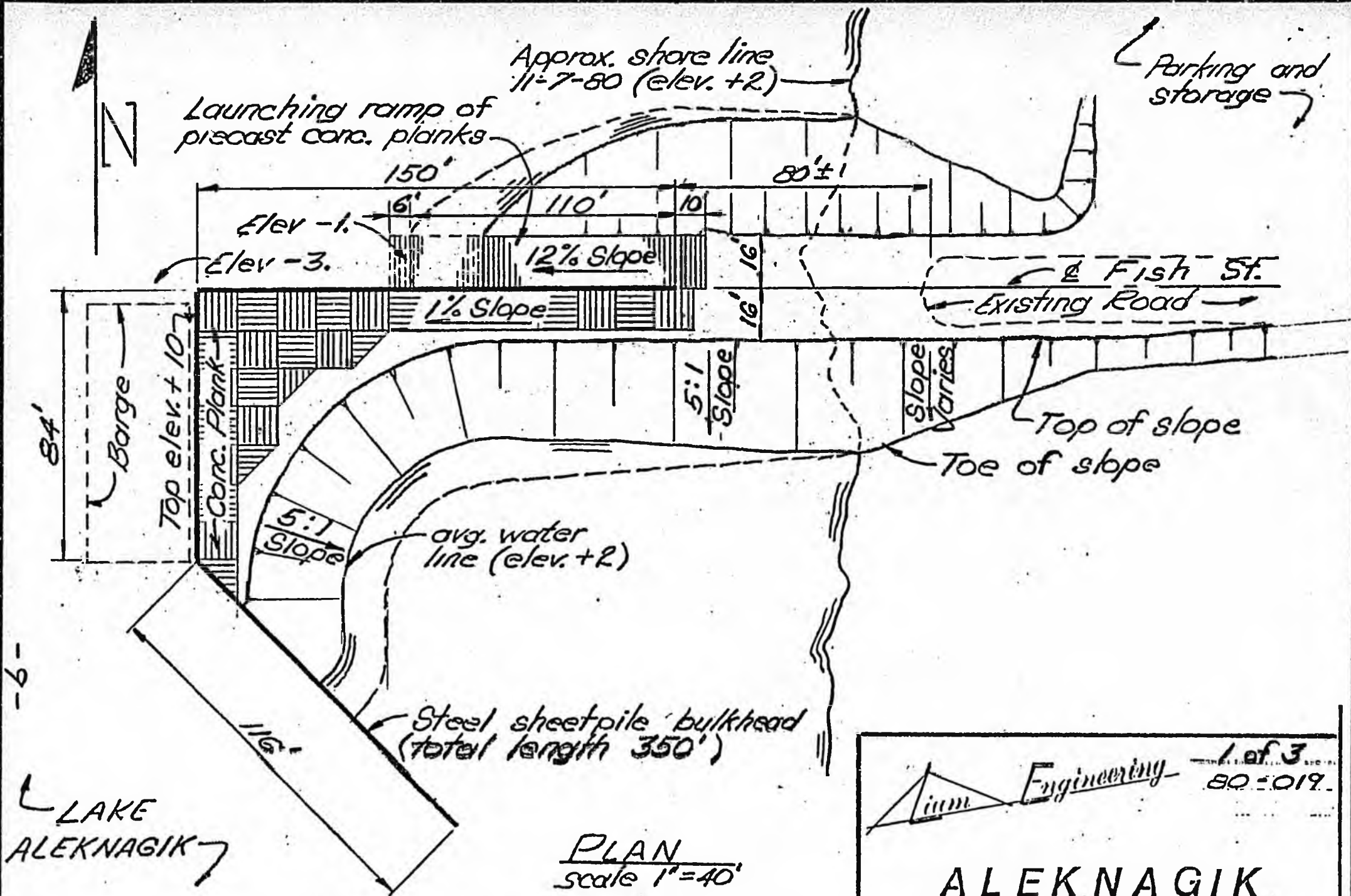
BORROW PT. at NORTH SHORE
(1/4 mile from dock site)



NORTH SHORE DOCK SITE AT END OF FISH STREET



—
9
—

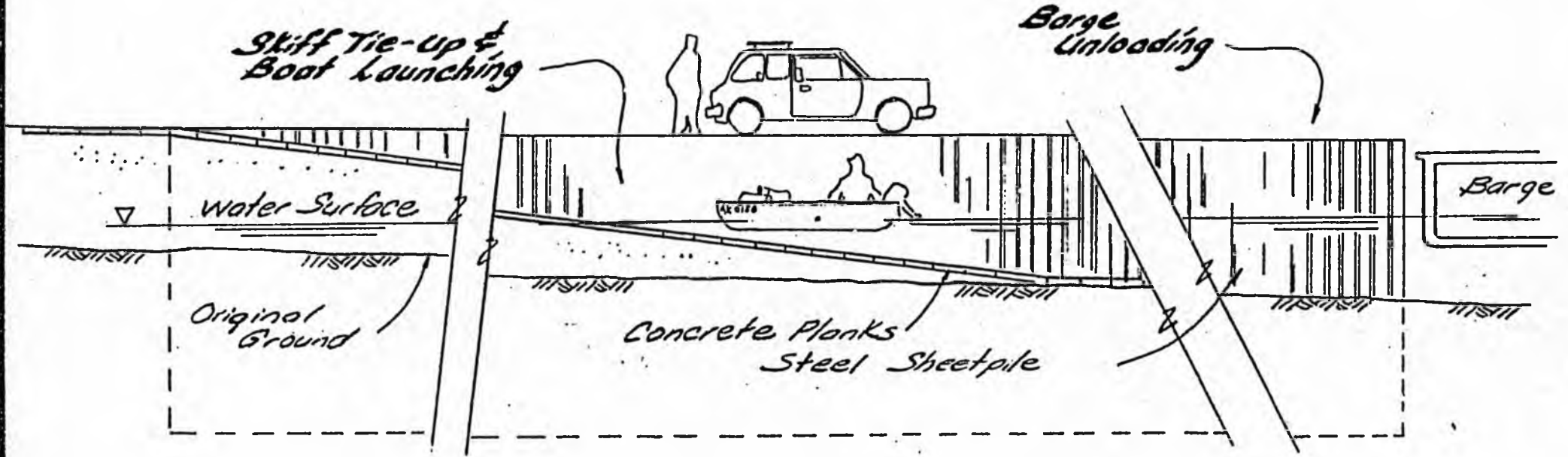


NOTE: Elevations are based on low lake water surface elev. 0.0

PLAN
scale 1"=40'


Engineering - 1 of 3
80-019

ALEKNAGIK
DOCK STUDY
NORTH SHORE
ALTERNATIVE A

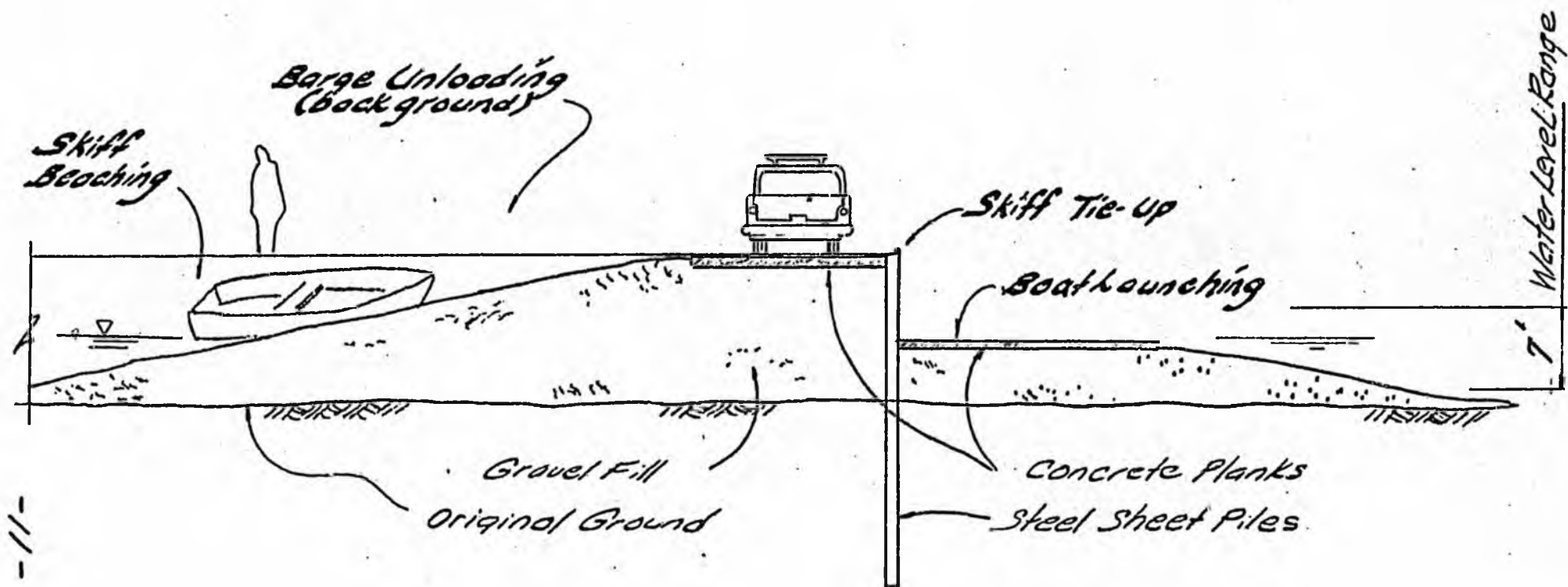


RAMP ELEVATION
1" = 10'

- 10 -


 Engineering - 2 of 3
 80-019

**ALEKNAGIK
DOCK STUDY**
 NORTH SHORE
 ALTERNATIVE A



TRANSVERSE SECTION
 1"=10'

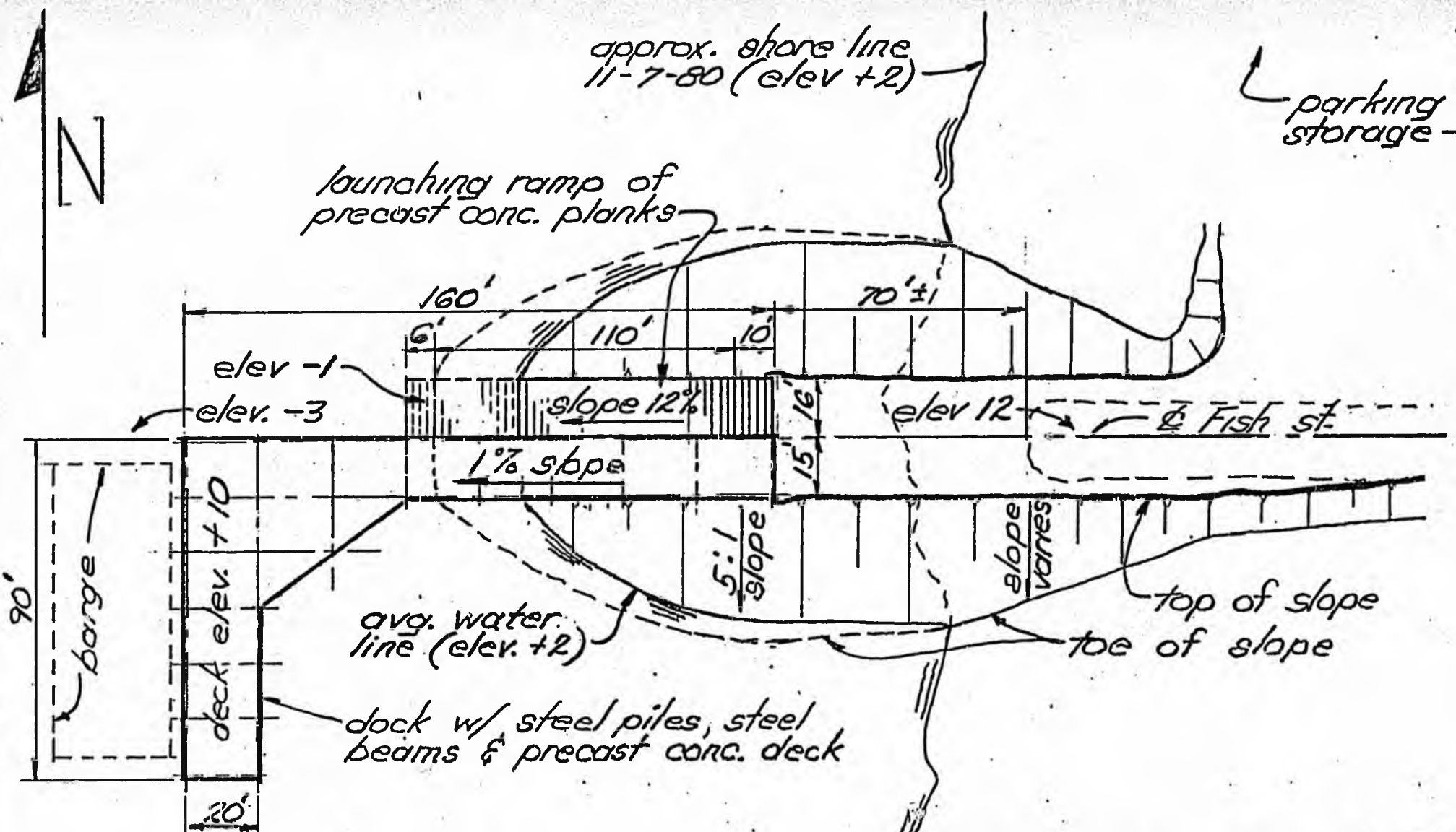
Aium Engineering 3 of 3
 80-019

ALEKNAGIK
DOCK STUDY
 NORTH SHORE
 ALTERNATIVE A

approx. shore line
11-7-80 (elev +2)

parking & storage

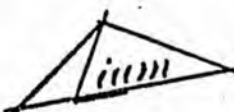
launching ramp of
precast conc. planks



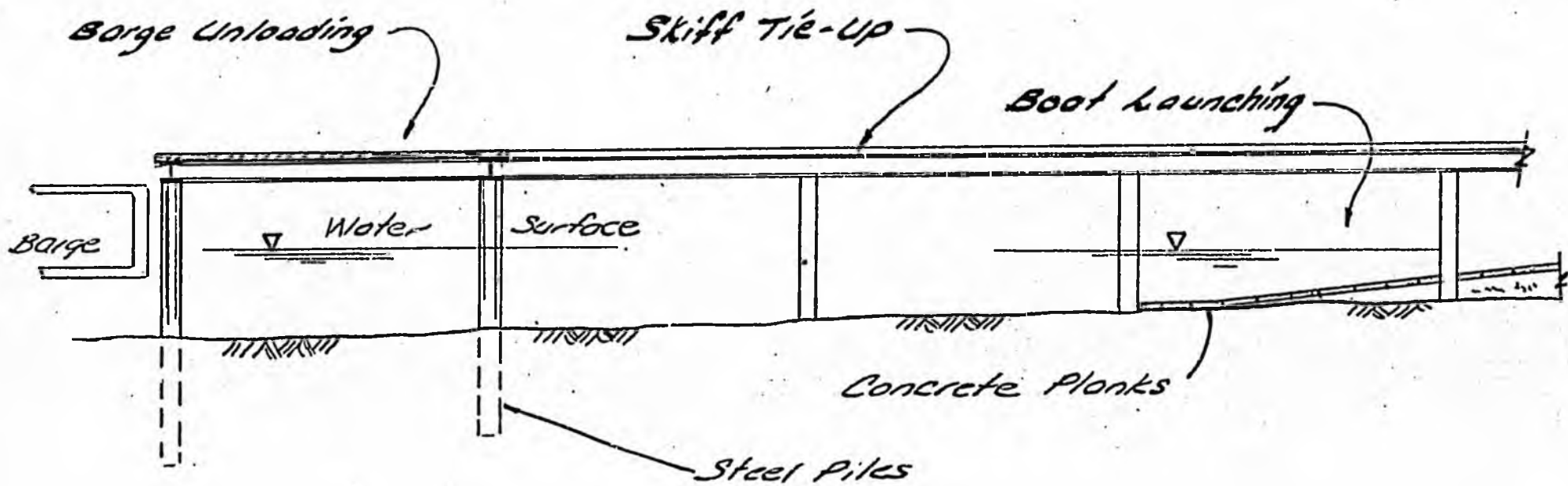
LAKE
ALEKNAGIK

PLAN
scale 1"=40'


NOTE: Elevations are based on
low lake water surface elev. 0.0


 Engineering 1 of 3
80-019

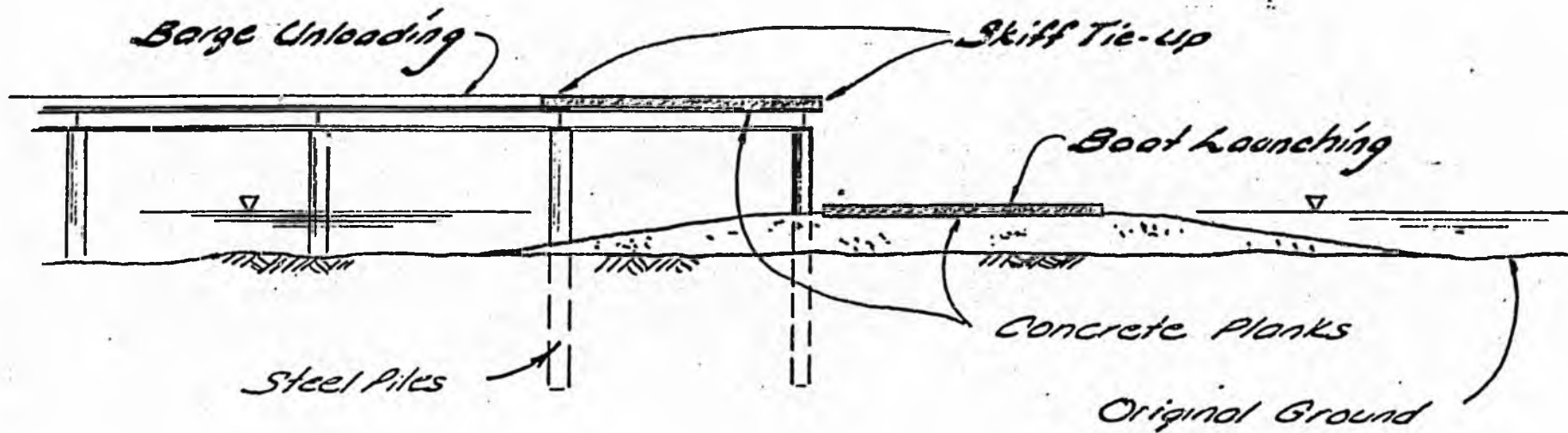
ALEKNAGIK
DOCK STUDY
 NORTH SHORE
 ALTERNATIVE B



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80-019

ALEKNAGIK
DOCK STUDY
NORTH SHORE
ALTERNATIVE B



TRANSVERSE SECTION
1"=10'

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 Engineering - 3 of 3
80-019

ALEKNAGIK
DOCK STUDY
NORTH SHORE
ALTERNATIVE B

SOUTH SHORE ALTERNATIVES

The needs at South Shore are a launching ramp for recreational boats and protected beach for skiffs.

Currently, Dillingham residents launch their boats at the beach adjacent to the end of the Aleknagik/Dillingham Road. This beach property belongs to Mr. Sherburne Smith. The beach does not provide satisfactory boat launching for several reasons: the beach slope is too shallow; access from road to beach is rough; beach surface of sandy gravel provides unstable traction; the private property could be blocked off at any time.

Several alternatives were considered for a launching ramp at South Shore. They included a ramp extending perpendicular to shore into lake and a hammerhead at end of causeway with ramp either paralleling the shore or angling out into lake. The only alternative proposed is a further development, or outgrowth, of these alternatives. It illustrates satisfactorily the most feasible direction for further development. It is simply a 16 foot (surfaced width) ramp that angles into lake so as to provide a beach with protection from north and west winds. A turnaround area on shore and parking space for 20 pickups with trailers are included.

The steep slope covered with riprap on lakeward side of ramp presumes development of a rock source prior to construction.

(Dillingham Construction Company tentatively plans to open a rock pit between Dillingham and Aleknagik during the summer of 1981) If, for some reason, rock is not available, concrete mattress or sacked concrete slope protection will substitute for the riprap.

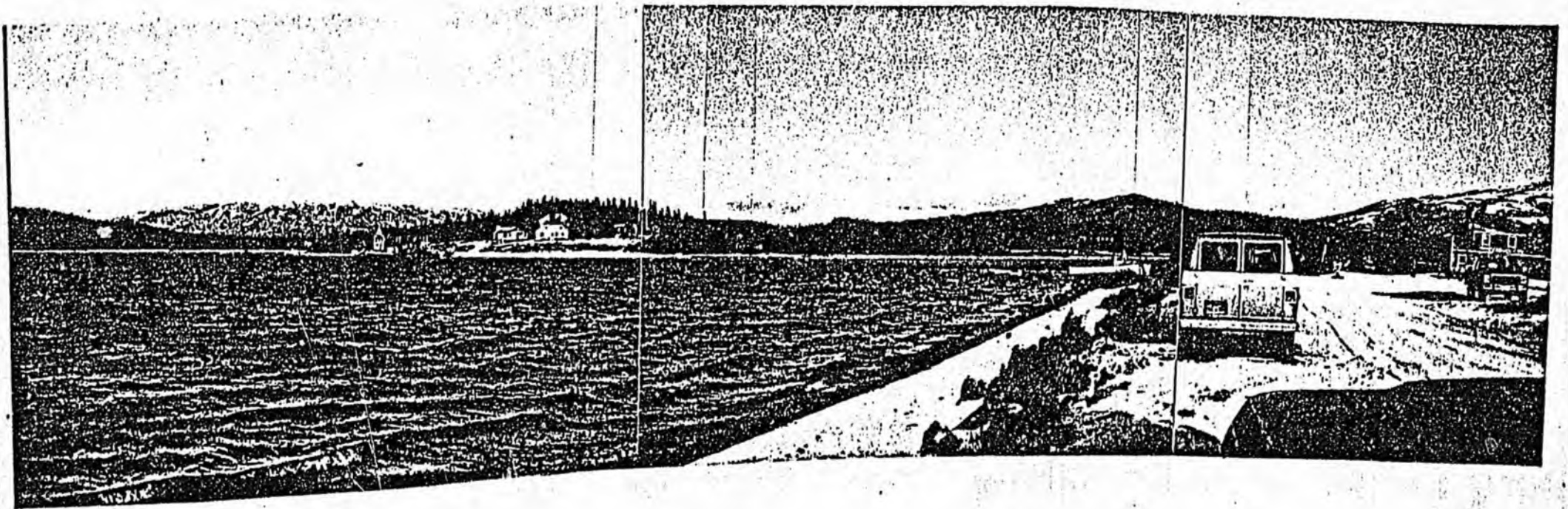
Because ice builds up on the South Shore almost every spring a moorage float included with the ramp is not practical. The float would have to be dragged to the parking area each fall and re-anchored each spring. The gently sloping gravel fill on shoreward side of ramp combined with stable water level will satisfactorily substitute for a float at this site and provide the short term mooring necessary immediately after launching a boat.

A proposed local service road (DOTPF project G10131) leads from the existing Aleknagik/Dillingham Road to the boat launching site that is on public property. The construction contract for the local service road will be advertised this (1980-1981) winter. Development of the launching ramp is contingent upon construction of the road.

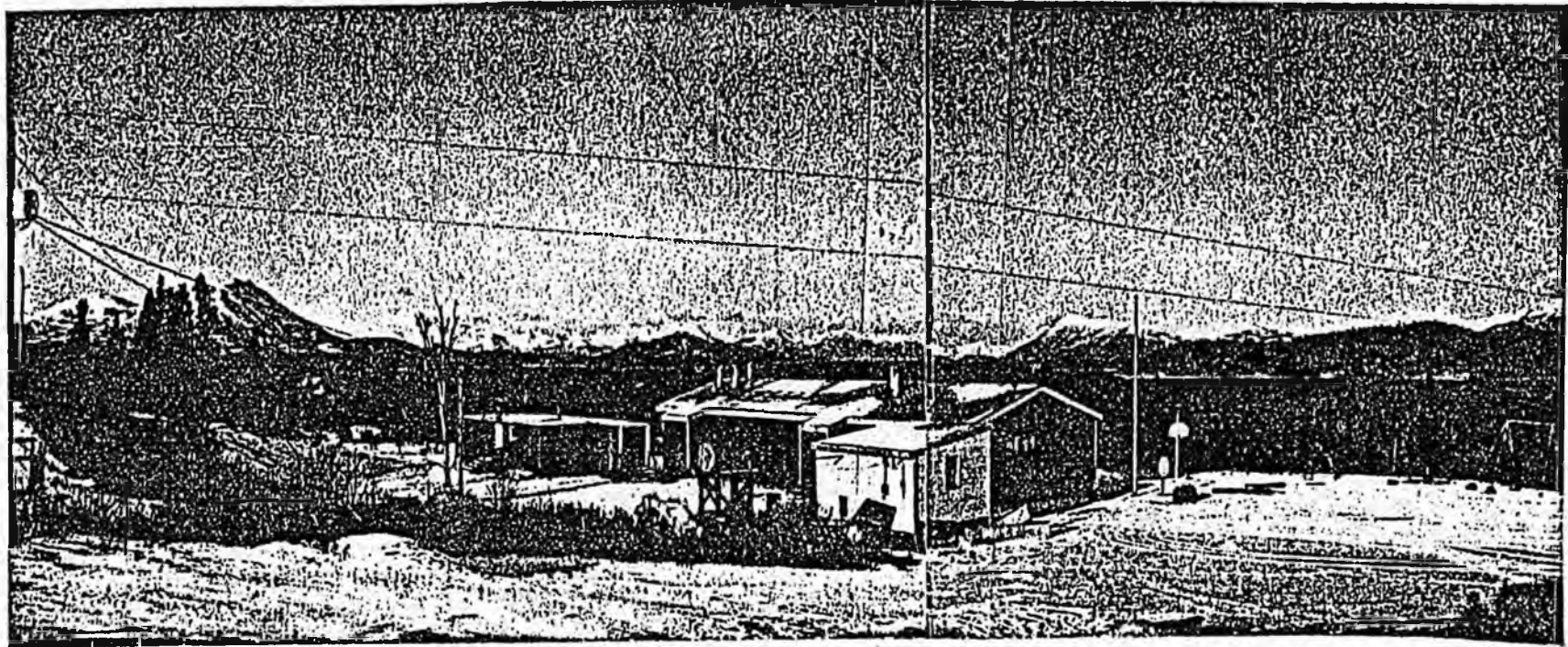
The estimate for South Shore launching ramp indicates a total cost of \$260,000.

PRESENT BOAT LAUNCHING BEACH - NORTH SHORE IN BACKGROUND

-17-



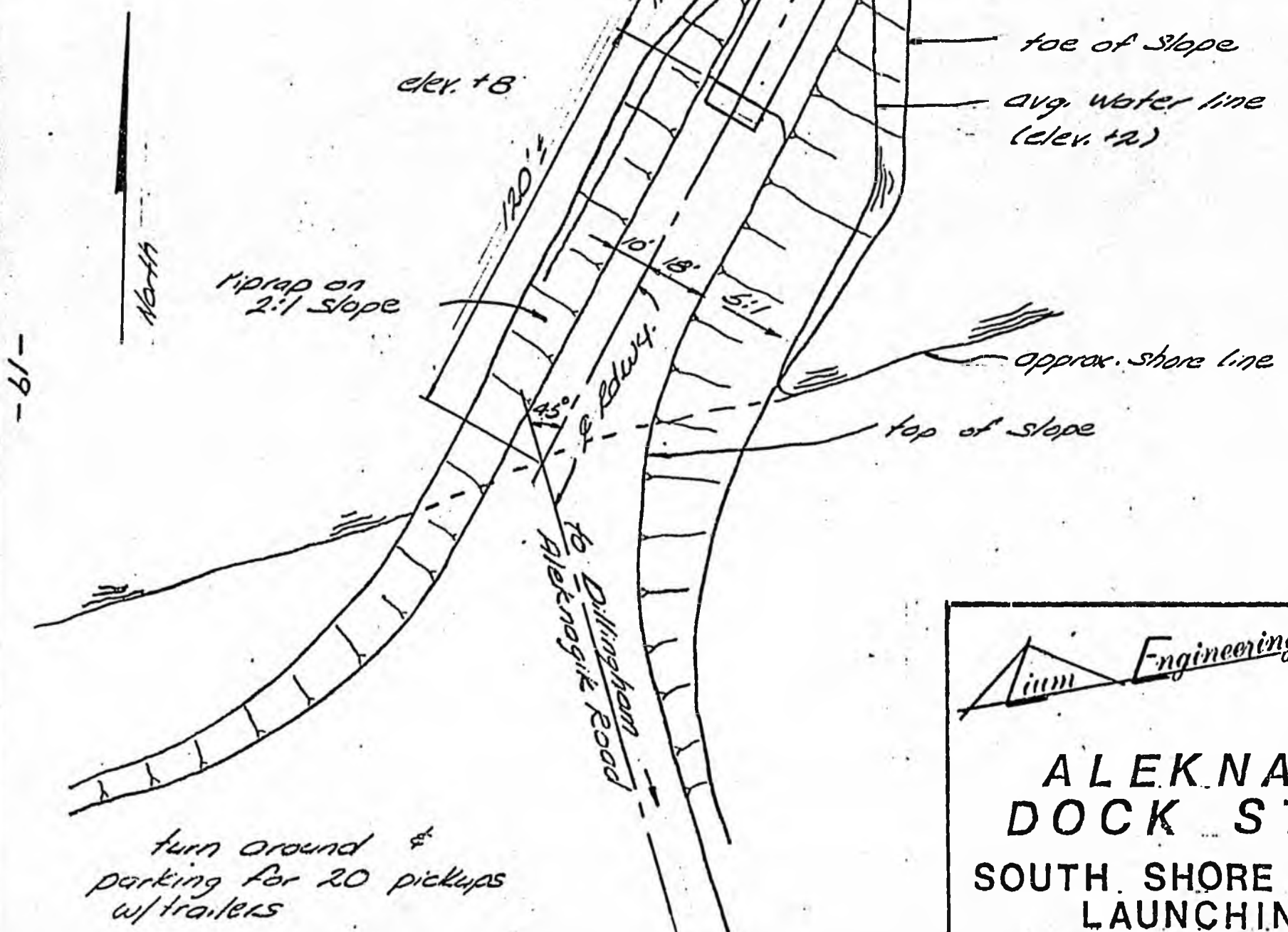
SCHOOL AT SOUTH SHORE



END OF ROAD - NORTH SHORE IN BACKGROUND - AIRPORT AT RIGHT



Note: Elevations are based on low lake water surface elev. 0.

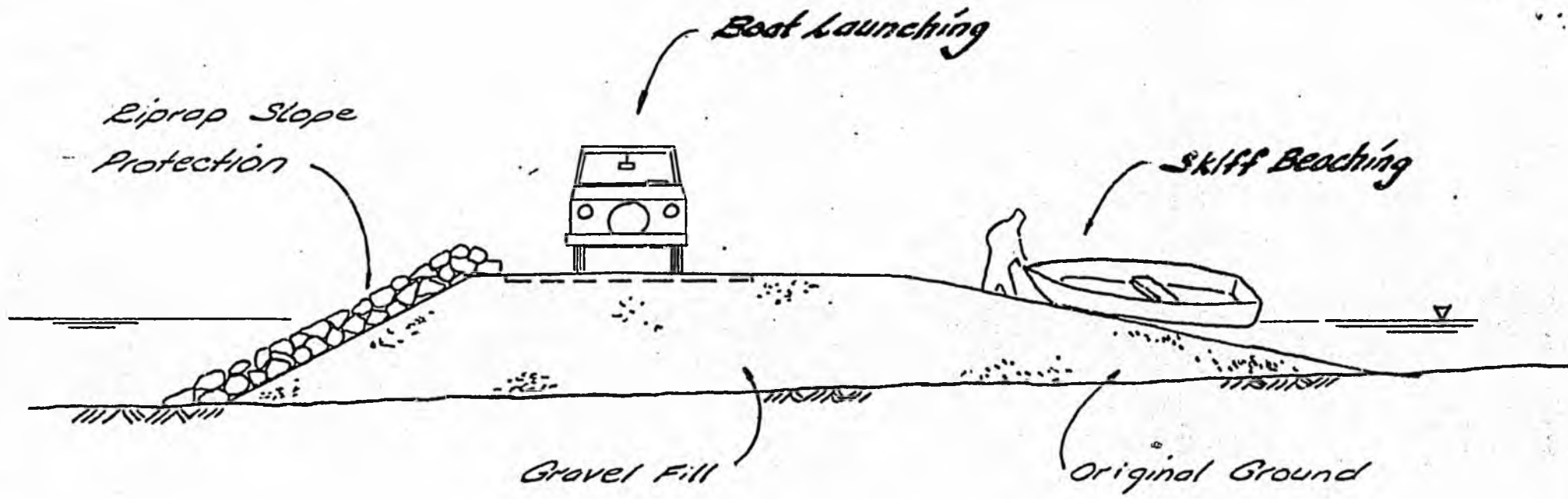


-19-

Engineering 1 of 3
80-019

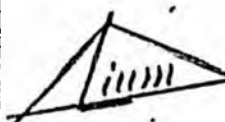
ALEKNAGIK DOCK STUDY

SOUTH SHORE LAUNCHING RAMP

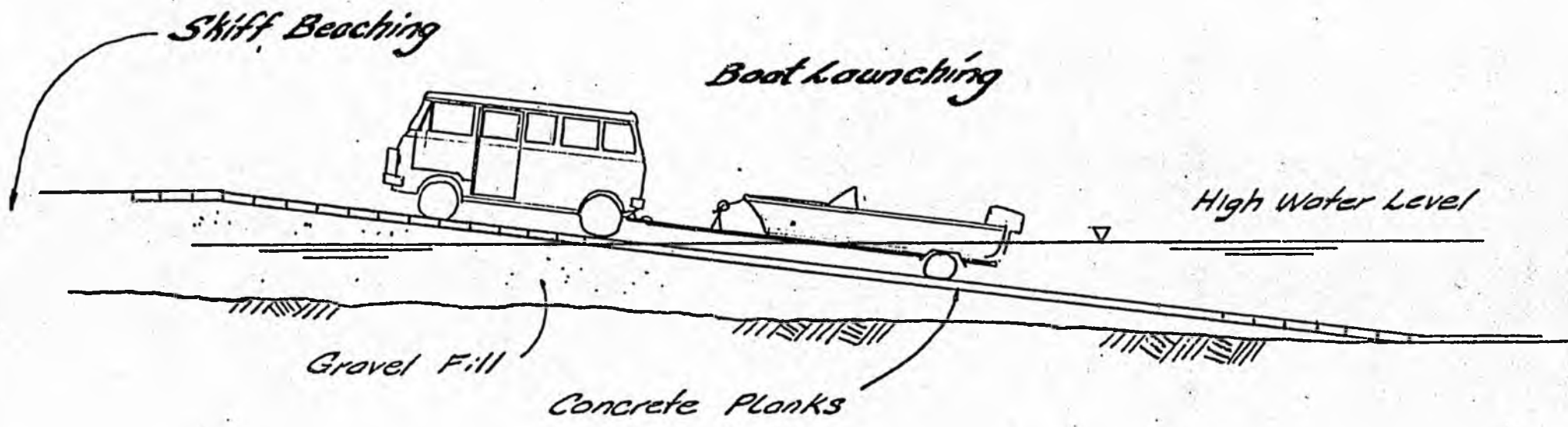


TRANSVERSE SECTION
1"=10'

-20-



 Engineering - 2 of 3
 80-019

ALEKNAGIK
DOCK STUDY
 SOUTH SHORE
 LAUNCHING RAMP



ELEVATION
 1" = 10'

-21-


 Engineering 3 of 3
80-012

ALEKNAGIK
DOCK STUDY
SOUTH SHORE
LAUNCHING RAMP

CONCLUSIONS AND RECOMMENDATIONS

Mathematical benefits and benefit/cost ratios for this project have not been computed. Construction of both North Shore dock and South Shore ramp are feasible. Construction will cost \$750,000 for the North Shore sheetpile dock and \$260,000 for the South Shore ramp.

Benefits of the North Shore dock are:

1. direct transportation of supplies to North Shore residents from currently operating barge systems, over the proposed dock, to newly constructed street system;
2. dry land storage of fishing boats over proposed launching ramp to adjacent storage area, and
3. protected beach for temporary mooring of skiffs.

Benefits of the South Shore ramp are:

1. convenient access for Dillingham residents to Lake Aleknagik and other areas of the Wood - Tikchik State Park by use of the existing Aleknagik/Dillingham Road, the proposed boat launching ramp, and
2. protected beach for temporary mooring of Aleknagik residents' skiffs.

Because of these benefits and the relatively low costs, both the North Shore dock and South Shore ramp should be fully developed as soon as possible.

APPENDIX

NORTH SHORE ALTERNATIVE A
ESTIMATED COSTS

Sheetpiles 10,500 sq. ft.	\$210,000
Embankment 5,000 cu. yd.	75,000
Concrete Planks 5500 sq. ft.	<u>130,000</u>
Subtotal	\$415,000
Misc. (15% + for items not yet defined)	65,000
One-half year's inflation	<u>50,000</u>
July 81 Contract Amount	\$530,000
DOT/PF project development charges (40% +)	<u>220,000</u>
<u>TOTAL PROJECT COSTS</u>	<u>\$750,000</u>

NORTH SHORE ALTERNATIVE B

ESTIMATED COSTS

Embankment	2600 cu. yd.	\$ 39,000
Steel Piles	1000 lin. ft.	70,000
Structural Steel	80,000 lbs.	160,000
Concrete Deck	4800 sq. ft.	144,000
Concrete Planks	2000 sq. ft.	<u>40,000</u>
	Subtotal	\$453,000
Misc. (15% for items not yet defined)		67,000
One-half year's inflation		<u>60,000</u>
	July 1980 Contract Amount	\$580,000
DOT/PF Project Development Costs (40% +)		<u>230,000</u>
	<u>TOTAL PROJECT COST</u>	<u>\$810,000</u>

SOUTH SHORE
ESTIMATED COSTS

Concrete Planks	2000 sq. ft.	\$ 40,000
Embankment	3000 cu. yd.	45,000
Slope Protection	500 sq. yd.	25,000
Parking Area	2000 sq. yd.	<u>30,000</u>
	Subtotal	\$140,000
Misc. (20% for items not yet defined)		28,000
One-half year's inflation		<u>20,000</u>
	July 1981 Contract Amount	\$188,000
DOT/PF project development charges (40% +)		<u>72,000</u>
	<u>TOTAL PROJECT COSTS</u>	<u>\$260,000</u>