

H B

145

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HB 145

The intent of HB145 is for the construction of a road connecting Hydaburg to the Prince of Wales road system and making a special appropriation to the Department of Transportation and Public Facilities for construction and for acquisition of right-of-way and roadway improvements in accordance with a Memorandum of Understanding dated January 27, 1981, between the Department of Transportation and Public Facilities and the Sealaska Corporation and the Haida Corporation.

The Department will adhere to the terms of the Memorandum of Understanding dated January 27, 1981, and providing that Sealaska Corporation and Haida Corporation adhere to the terms contained within this agreement, the Department will negotiate an equitable amount not to exceed \$4,409,000 to purchase the right-of-way with road improvements from Sealaska Corporation and Haida Corporation of a sufficient width to eventually operate and maintain a public secondary highway.

No funds will be advanced to either Sealaska Corporation or Haida Corporation prior to the completion of the road in accordance with the aforementioned agreement dated January 27, 1981.

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AS A UNIT IN THE ORIGINAL DOCUMENT.**

Project

February 5, 1981

The Honorable Terry Gardiner  
Alaska State House of Representatives  
Pouch "V" State Capitol Building  
Juneau, Alaska 99811

Re: Funding of the Hydaburg Highway Project

Dear Mr. Gardiner:

For many years, one of the highest priorities of the City of Hydaburg has been to secure the completion of the 10 miles of road between the City of Hydaburg and the Hollis Highway ending at the head of the Natzuhini Bay, North of Hydaburg. This connection would link Hydaburg with the other communities on Prince of Wales Island such as Craig, Klawock and Thorne Bay. Improvements in terms of local commerce and freight with access to the Hollis State Marine Highway Ferry terminal, and the Klawock Airport, would immediately take place. The completion of the road is a prerequisite to any further economic development in the area related to timber, minerals, energy projects and community development.

In cooperation with the City of Hydaburg and the State of Alaska, DOT, Sealaska Corporation and Haida Corporation have devised a plan to develop this vital road link during the 1981 construction season. Due to the limited funding of the Forest Highway program, the State of Alaska would be unable, through its normal project development procedures, to accomplish the physical construction of this road link prior to 1985. The road link would traverse lands under the ownership of Sealaska and Haida Corporation and two sections under the jurisdiction of the U.S. Forest Service. All parties have agreed to easements or rights of way at no cost to the State of Alaska for this project.

A Memorandum of Understanding was entered into by Sealaska Corporation, Haida Corporation, with Commissioner Ward, Department of Transportation and Public Facilities, January 27, 1981, which essentially advanced the following understandings:

Sealaska would construct the initial road, at its own expense, and would request reimbursement of construction costs from the State of Alaska, prior to transfer of the roadway.

- . The initial road to be constructed by Sealaska and Haida Corporation will be developed, as a pioneer road, to a nominal fourteen (14) foot width with proper turnouts and twenty eight (28) foot wide bridges at standard state requirements.
- . The initial road will be constructed, operated and maintained within the corridor and along the alignment now being cleared environmentally by the Federal Highway Administration.
- . Once constructed, the initial road will be operated and maintained in a manner recognizing limited public access and the State will impose no highway use load limits, until such time as the road becomes a public highway facility.
- . The State of Alaska will attempt to upgrade the road way through its normal funding and project development procedures to expedite the transfer of this road to the State with State or Forest Highway funds.

Both Sealaska Corporation and Haida Corporation are committed to move on this project this year. Construction costs are estimated as follows:

10.1 miles of road @ 180,000/mile	=	\$1,818,000
4 major bridges	=	1,990,000
major culverts	=	200,000
Contingency @ 10%	=	401,000
Grand Total		<u>\$4,409,000</u>

The concept of development by Sealaska/Haida Corporation and reimbursement by the State of Alaska, can be accomplished by the incorporation of this initial road development in timber harvest plans in areas nearby Hydaburg. In the normal course of events the road would not be economic to build and would have to await consideration through the regular process under the Forest Highway Program or State Highway system development.

Sealaska Corporation urges your consideration of an appropriation of \$4.4 million dollars in order that the Hydaburg road connection could be accomplished this calendar year. It is our belief that the project will greatly benefit the public and encourage economic development in a manner that

Representative Terry Gardiner  
February 4, 1981  
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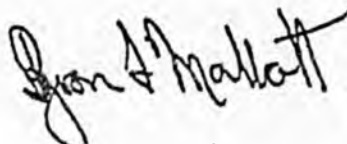
might not otherwise occur until later this decade. For further information or for public hearings on this matter, please feel free to contact Robert W. Loescher, Director of Natural Resources, or Norm Staton, Director of Governmental Affairs, of the Sealaska staff, or myself on this matter.

This same letter has been transmitted to the other members of the Southeast Alaska Legislative Delegation.

Thanking you for this consideration.

Sincerely,

SEALASKA CORPORATION

A handwritten signature in dark ink, appearing to read "Byron Mallott", written in a cursive style.

Byron Mallott  
Chairman of the Board

February 4, 1981

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cc: Senator Ziegler  
Senator Bill Ray  
Senator Richard Eliason  
Representative Jim Duncan  
Representative Mike Miller  
Representative Terry Gardiner  
Representative Oral Freeman  
Representative Ernie Haugen  
Representative Ben Grussendorf  
Representative Sam Cotten  
Senator Dankworth - Co-Chairman, Senate Finance Committee  
Senator Bennett - Co-Chairman, Senate Finance Committee  
Commissioner Ward, State DOT  
Mort Cook, Southeast Division DOT  
Southeast Conference  
Alaska Municipal League  
Major, City of Hydaburg  
Mayor, City of Craig  
Mayor, City of Klawock  
Robert Sanderson, Haida Corporation  
Pat Gardiner, Shaan Seet Corporation  
Don Finney, Louisiana Pacific, Ketchikan  
Frank Roppel, Sealaska Timber Corporation, Ketchikan

M E M O R A N D U M

TO: Rep Cato  
FROM: Rep Gardiner *T. G.*  
DATE: February 13, 1981  
RE: HB 145- Hydaburg Road Appropriation

HB 145 is the top priority of the Hydaburg community and has considerable impact on other communities and economies. The Ketchikan delegation would be interested in having a hearing when you could schedule it.

Those interested in testifying would be:

Bob Sanderson, Mayor of Hydaburg  
Sealaska Corporation  
Dept. of Transportation  
District One Legislators

Thank you.

Attachments.

cc: Rep. Freeman  
Sen. Ziegler  
Mike Chittick, Sealaska, Juneau  
Frank Roppel, Sealaska, Ketchikan  
Bob Sanderson, Mayor of Hydaburg



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SEALASKA CORPORATION  
One Sealaska Plaza  
Suite 400  
Juneau, Alaska  
99801  
(907) 586-1512

**Norman Staton**  
Director, Government Affairs

HYDABURG HIGHWAY PROJECT  
LEGISLATIVE FINANCING REQUEST

Prepared by:  
SEALASKA CORPORATION  
and  
HAIDA CORPORATION  
January 13, 1981

## HYDABURG HIGHWAY PROJECT

Purpose: To provide road access from the Hollis Highway to Hydaburg and the Alaska Ferry System terminal at Clark Bay (Hollis). Project completion will provide economic stimulus to Hydaburg by ending the isolation of Hydaburg from other Prince of Wales communities. The road will aid in developing timber related facilities, seafood processing and related commerce. It will provide safer travel alternatives during adverse weather that, at times, prohibits sea or air travel. Road transportation to and from Hydaburg will result in more social and cultural interchanges between the people of Hydaburg and other Prince of Wales communities.

Project Description: The proposed road link under consideration will include approximately 10.1 miles of roadway from the existing Hollis Highway at mile post 15.8 to the terminus at Saltery Point, Hydaburg dock facility. (Appendix A).

The proposed road will be constructed by Sealaska Corporation and Haida Corporation as a pioneer road to a nominal fourteen (14) foot width with proper turnouts and bridges that meet State standard requirements. (See Appendix B).

Road construction from milepost 15.8 to the Saltery Point dock facility will require bridges at Natzuhini Creek, No Name Creek, Hydaburg River and Saltery Creek crossings. There are three other streams in this segment that will require major culverts or bridges. State design, location and placement criteria will be adhered to at each major stream crossing. (Appendix C).

Environmental Consideration: The Federal Highway Administration, through a multi-disciplinary Social, Economic and Environmental Study team, has made an environmental assessment of the project area during the summer of 1980. This project has been coordinated through all affected federal, state and local agencies (Appendix D). No objections to this proposal has been indicated by any organization, municipality, community, state, federal or local governmental entities.

Construction Schedule: It is the desire of Sealaska Corporation and Haida Corporation to initiate road construction activities during the latter part of February, 1981, and to complete the project by November, 1981. Construction will be initiated at three headings, Natzuhini Creek, Hydaburg River and Saltery Point. Anticipated scheduling for major bridge and culvert crossings will occur during the later part of May, 1981.

Road Costs Estimates:

Road construction costs estimated by the Federal Highway Administration for a single lane road is approximately 8 million dollars, constructed to federal highway standards.

Road cost expected to be incurred for the construction of a pioneer 14' running surface road with turnouts and permanent drainage structures will be approximately 180 thousand dollars per mile for a total distance of 10.1 miles.

Total Costs: \$1,818,000

Bridge & Major Culverts Cost Estimates:

Estimated costs for major stream crossings are constructed at State standards, based on federal highway standards;

Bridges: Accommodate double lane, with a 28' top width

<u>Crossing</u>	<u>Length</u>	<u>Location</u>	<u>Costs</u>
Natzuhini Creek	110'	(M.P. 16.)	\$ 575,000
No Name Creek	100'	(M.P. 19.)	490,000
Hydaburg River	110'	(M.P. 22.)	575,000
Saltery Creek	80'	(M.P. 24.)	<u>350,000</u>

Total Costs \$1,990,000

Major Culverts

Total Costs \$ 200,000

Project Cost Summary:

10.1 Mi. @ 180,000/Mi.	=	\$1,818,000
4 Major Bridges	=	1,990,000
Major culverts	=	<u>200,000</u>
Sub Total Costs		4,008,000
10% Contingency		<u>401,000</u>
Grand Total		\$4,409,000

Bridge design criteria is included in Appendix C (b).

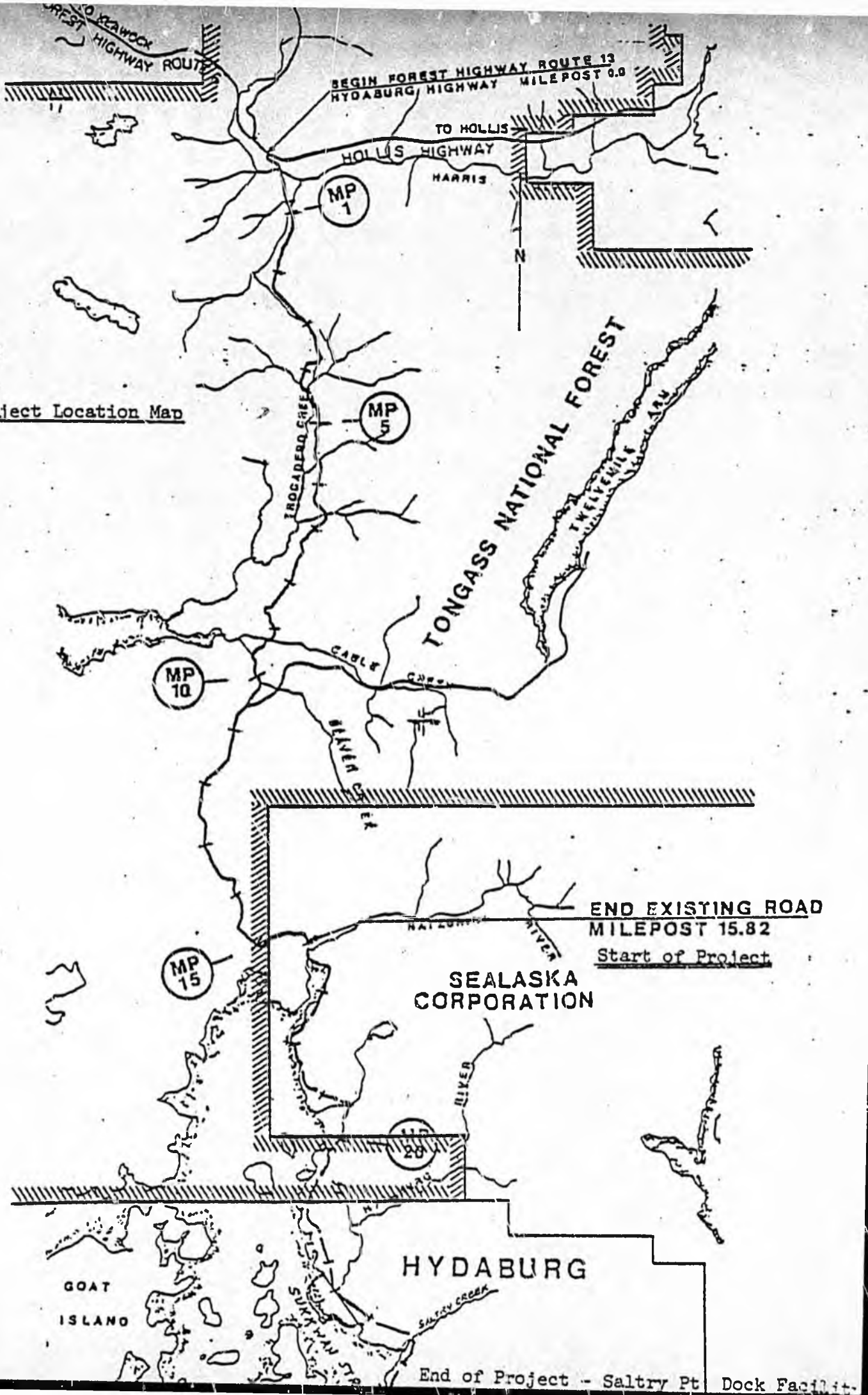
Project Justification: It has been the intent of the State of Alaska to complete the Prince of Wales Island State Highway System including completion of this proposal that links the town of Hydaburg to the Klawock, Hollis Highway.

A Memorandum of Understanding has been consummated between the Department of Transportation and Public Facilities, Sealaska Corporation and Haida Corporation, that describes the framework for the construction of this project, the need for the project and intent for reimbursement of the project costs. (Appendix E).

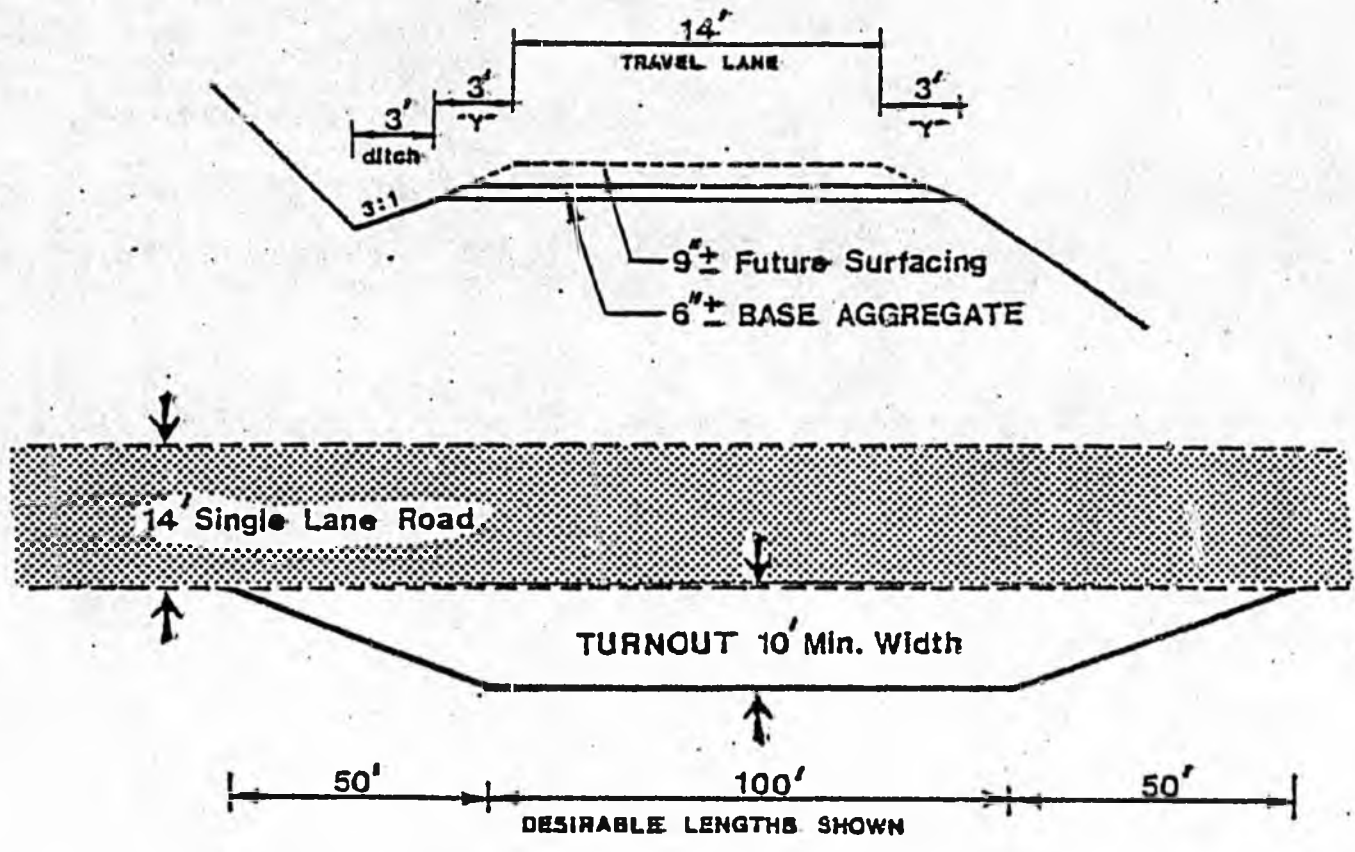
APPENDIX

- Appendix A      Project Location Map.
- Appendix B      Typical 14' road section with turnouts.
- Appendix C      Bridge crossings & major stream crossings.
- a)      Station location
- b)      Station design criteria
- Appendix D      Coordinating agencies contacted.
- Appendix E      Memorandum of Understanding.

Appendix A. Project Location Map



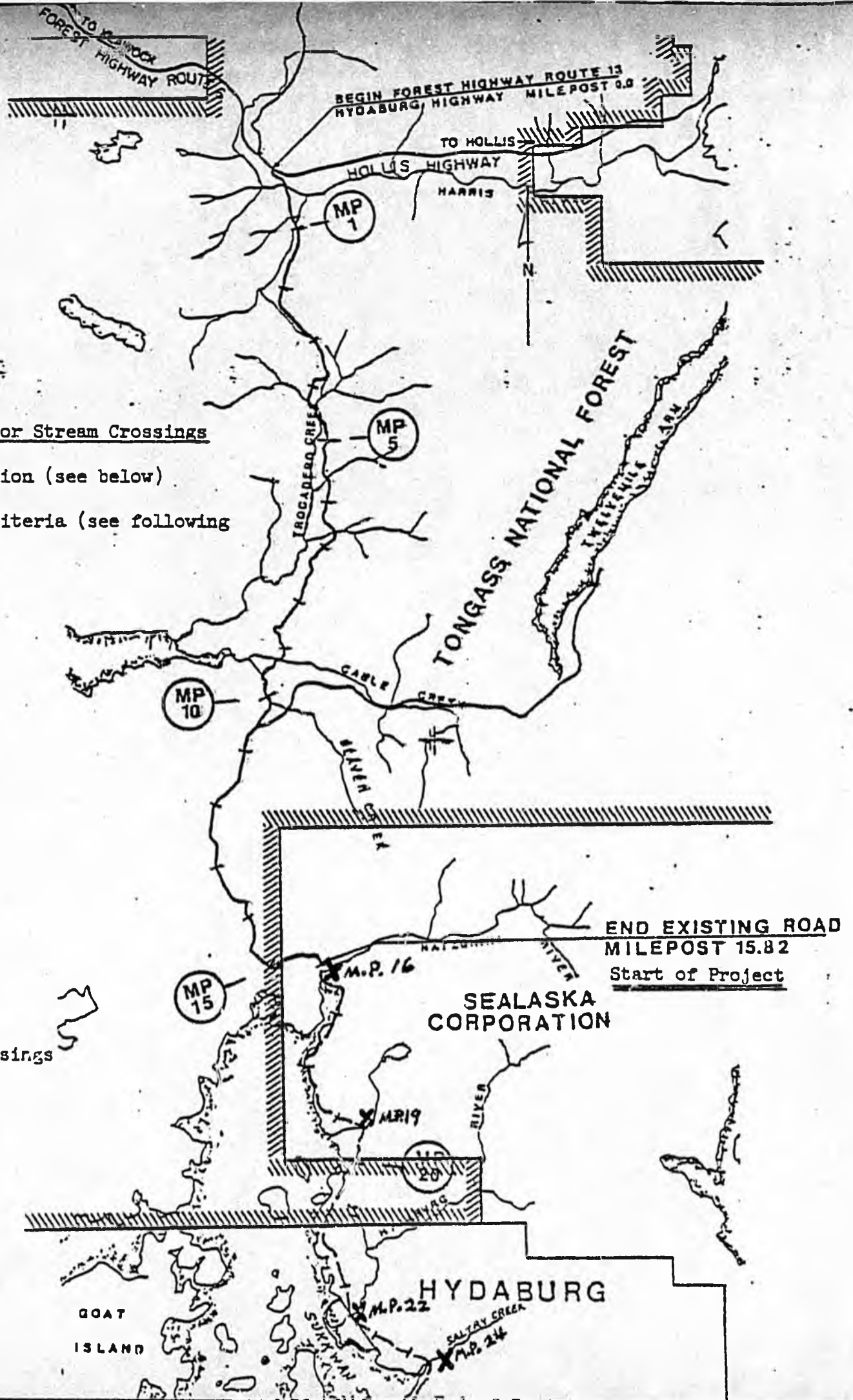
Appendix B. - Typical 14' Road Section with Turnout



Appendix C. Major Stream Crossings

(a) Map Location (see below)

(b) Design Criteria (see following page)



X = Stream Crossings

## APPENDIX C (b)

### HYDABURG HIGHWAY PROJECT

#### Section 560 - BRIDGE STRUCTURE DESIGN, FABRICATION AND CONSTRUCTION

##### DESCRIPTION

##### 560.01 - General

This work shall consist of all design, furnishing of all materials, fabrication, transportation, erection, and construction necessary to construct a permanent structure in conformity with the lines, grades, design and dimensions shown on the approved design drawings submitted by the contractor, or established by the engineer, and in accordance with this and other pertinent specifications.

This work shall include, but not be limited to, all preliminary and final structural design, including all necessary changes and revisions prior to final approval, manufacture and/or fabrication, storage, transportation, and erection of all structural members and incidental construction materials required to complete the drainage structure. Any adjustment in roadway quantities made necessary by roadway grade adjustment to accommodate the bridge proposal submitted in the original bid will be covered under the measurement of quantities for the items involved. Bidders must, however, identify in detail specific changes in roadway quantities that will be needed to accommodate their bridge design. Bidder's estimated quantities for these roadway items shall then be used to analyze the respective Contractor's bid for purposes of determining Low bidder under the Invitation for Bids. Measurement for payment of such roadway items required for construction of the final approved design shall not exceed Contractor's estimated quantities as submitted in the original accepted bid.

##### DESIGN REQUIREMENTS

##### 560.02 - Consulting Service

The Contractor shall certify to the Contracting Officer that all design work has been, and/or will be carried out under the direction of a registered professional engineer experienced in bridge design, and that the design shall carry that engineer's seal.

##### 560.03 - Design

The entire structure shall be designed in accordance with the AASHTO Standard Specification for Highway Bridges, Twelfth Edition, 1977 (including all subsequent interim specifications) except as modified herein.

Designs submitted under this item shall conform to the following criteria:

(a) Loading - The structure shall be designed to support one U80 off-highway truck as well as meeting the requirements for AASHTO HS20-44 loading. The structure shall also be designed such that the USFS L90 and U102 loadings do not cause stresses in excess of the maximum overload rating stress levels allowed in the AASHTO "Manual for Maintenance Inspection for Bridges", current edition. AASHTO deflection limitations shall not apply to the overloads. Deflection for U80 loads shall not exceed L/300.

The AASHTO distribution factors for one lane loading shall be used for the U80 and U102 loading. The structures shall be designed such that the one off-highway vehicle may be positioned anywhere across the deck width, but not closer than 3'-0" to the face of the rail.

The following impact factors shall be used:

(b) Roadway Grade - Deck grade shall be such as to allow the minimum waterway opening specified in (c) below.

(c) Waterway Opening - The structure shall provide a clear waterway opening. Except for the placement of scour protection if required, no structural or fill materials will be allowed within the waterway opening.

(d) Roadway Width - The minimum width between traffic railing shall be 28'0".

(e) Traffic Railing and Approach Guardrail - Bridge traffic railing shall conform to the AASHTO Specifications. Approach guardrail shall extend beyond the bridge ends a minimum of 50 feet beyond the last bridge rail post and shall be continuous with the bridge railing.

(f) Drainage - Deck design shall provide free drainage and prevent runoff water from causing erosion of approach fills. The bridges should be built without curbs or bullrails to facilitate free drainage, avoid debris accumulation and snow drifting. Any roadway culverts shall be greater than 18" in diameter.

(g) Foundations - A foundation investigation report will be provided. The drill logs will be shown on the drawings. Allowable bearing capacities shall be as specified in Section III, Recommendations, of the attached Foundation Report.

#### 560.04 - Approval of Design

All proposals submitted under this item shall include conceptual design drawings and sketches in sufficient detail to fully describe the structure being proposed. Three copies of the following shall be submitted with the Bid:

1. Typical cross-sections of all major components.

2. Plan and elevations renderings.
3. Sketches showing gross dimensions of all major elements.

After the Notice to Proceed is issued, and prior to performance of any work under this item, the contractor shall submit five copies of the following for approval:

1. Detailed drawings of all components and their relationship to the structure.
2. Design calculations showing all stress and deflection calculations sufficiently detailed and referenced to allow the State Bridge Design Engineer to determine that the requirements of the AASHTO Bridge Specifications and these design specifications are being met.
3. Materials and construction specifications applicable to the design being submitted (supplemented as necessary by the Alaska 1972 Standard Specifications for Highway Construction and the 1975 Supplemental Specifications Revisions of and Additions to the 1972 Standard Specifications for Highway Construction, or the 1981 Alaska Standards if published prior to releasing construction contract, to conform to the design).

After the drawings, design, and specifications described have been approved, work may commence under this item subject to approval by the State Bridge Design Engineer of shop drawings, etc., under the provisions of Forest Service General Provisions (6300-42) and submission of final drawings (560.05).

#### 560.05 - Final Drawings

The contractor shall furnish the Contracting Officer one set of reproducibles of the final approved drawings and a copy of the final approved design drawings prior to commencing any construction work under this item.

### MATERIALS

#### 560.06 - Materials

All materials required for the work shall meet the applicable specifications contained in the Alaska Standard Specifications for Highway Construction. If the materials are not covered under the above standard specifications, supplemental or additional specifications may be submitted for approval with the design in accordance with the requirements of paragraph 560.04.

All materials to be used must be permanent type construction materials; such as galvanized steel, weathering steel, concrete, aluminum, or pressure-treated wood.

Guardrail shall be galvanized steel only.

Pressure-treated wood, if used, shall be treated after fabrication with pentachlorophenol in petroleum oil (hydrocarbon solvent, type A) conforming to AWPA Standards P8 and P9, or creosote-petroleum oil solution conforming to AWPA Standard P3.

## CONSTRUCTION REQUIREMENTS

### 560.07 - General

All fabrication, erection and construction shall be performed in accordance with the applicable Specifications approved under 560.04, as modified by approved supplemental or additional specifications, and subject to the modifications and amendments contained herein.

### 560.08 - Substructures Excavation

All excavation, backfill and embankment construction shall be performed in accordance with the requirements of Section 206, but shall be subsidiary to this item.

### 560.09 - Piling

Piling, if used, shall conform to the requirements of Section 551. The contractor shall furnish the State Bridge Design Engineer copies of all bridge pile driving records, following the State format, for the State's files.

### 560.10 - Abutments and Wingwalls

(a) Concrete abutment walls, when used, may be precast or cast-in-place and shall be a minimum of 10 inches thick; except where piling is used, and in such cases the abutments shall be thick enough to allow a minimum of 4 inches of concrete cover outside of all piling. Wingwalls, if used, shall be a minimum of 8 inches thick. If cast-in-place footings are used, the abutment wall-footing interface of the abutments shall be recessed into the footing to form a keyway when the footing is in place. Weld ties, when used, shall be embedded on the earth side of the abutment and wingwall panel joints at sufficient intervals to transmit dead load plus surcharge when welded (if pre-cast abutments are provided).

(b) Any structural steel in ground contact shall be suitably protected from corrosion.

(c) All backwalls and wingwalls shall extend down to bedrock contact, unless otherwise approved in the final design.

### 560.11 - Superstructure

(a) Concrete girders, if used, shall be prestressed concrete girders with integral roadbed. The top 2 inches (minimum) of the girder shall be sand and gravel (hardrock) concrete with 7 percent (+ 2%) air entrainment. Lightweight aggregate concrete shall not

be used. The roadbed shall have a rough broom finish perpendicular to traffic. Maximum dead load camber shall not exceed  $L/400$  where "L" is the clear span length in inches; except that no members shall deflect below a horizontal (or parallel to gradeline) plan when subjected to liveload. Construction in coastal environments limits prestressed concrete designs to zero tension stress under service loads.

All girders shall bear on elastomeric bearing pads per subsection 717.13.

(b) All concrete girders, if used, shall have heavy duty weld ties placed at the longitudinal joints between adjacent girders, spaced at 4'-0" minimum but not more than 5'-0" on center (except that there shall be a weld-tie over each diaphragm). Additional lateral ties (such as bolts) may be used in addition to the weld-ties. Weld-ties shall be field welded by a certified welder after girders have been leveled. All weld-ties shall be fabricated of mild steel and shall be designed to transfer a 28,000 lb. wheel load. A continuous grouted keyway shall be provided between adjacent girders to provide transverse shear distribution. End diaphragms shall be precast or cast-in-place concrete.

(c) Steel Girders. All exposed structural steel shall be weathering-type steel, ASTM A588, or A690, or A709, Grade 50W. All fasteners, bolts, welding electrodes, etc. shall have weathering properties similar to the base metal being used. Where steel is subject to salt carried by wind or water it shall have a protective coating.

(d) Deck

1. If prestress bridge sections are used, the top flange shall form the deck after joint grouting.
2. Bridge decks of alternate material such as reinforced concrete slabs are acceptable as deck material.
3. If a timber deck is used, the deck shall consist of glued laminated panels, designed in accordance with USDA Forest Service Research paper FPL 210, Procedure for Design of Glued-Laminated Orthotropic Bridge Decks, or other recognized design procedures. An approved waterproof mastic sealer shall be used to seal all panel-to-panel interfaces. Wet condition allowable stresses shall be used.
4. All decks shall be provided with a replaceable running surface, such as, but not limited to, timber running planks with bolted inserts into the deck. All bolt heads shall be countersunk. Any use of penetrating fasteners (nails, lag bolts, etc.) shall include pre-boring holes and filling the pre-bored holes with liquid preservative immediately prior to driving fasteners.

(e) Nosing Angle - There shall be a galvanized full-width impact

protection steel nosing angle embedded and anchored at each end of each concrete girder.

(f) Drip Groove

1. Concrete girders shall have a continuous drip groove on the lower face of the top flange of all exterior tee girders.
2. Steel bridge decks shall have an edge dam to provide a drip edge one-half inch below the deck bottom. Adjacent girders shall be weld-connected at the diaphragms. Connections shall be designed to allow for full live-load shear distribution between adjacent girders.

All steel girders shall have an end diaphragm. Diaphragm or steel cross-bridging shall be placed at interior locations in accordance with the AASHTO design standards.

560.12 Grout

Any grout mix used shall meet or exceed the following minimum specifications:

Grout shall consist of equal parts of sand and Portland cement. Sand shall meet the requirements for fine aggregates shown in Section 703, except that gradation may be varied to provide sand with a fineness modulus of 1.5 to 2.0 with not more than five percent retained on the No. 16 Sieve. Water-cement ratio shall not exceed five gallons per sack of cement.

Additives per sack of Portland cement shall consist of 3 oz. Pozzolite or equal, and 1 oz. Daxex or equal air-entraining agent.

Note that proportions are based on 1 sack Portland cement and not one sack of pre-mix grout mix. All surface shall be thoroughly cleaned and soaked with water then rewetted just prior to placing grout. After placing the grout, the surface is to be wetted and covered with polyethylene sheeting or cured by other acceptable means for at least 24 hours.

METHOD OF MEASUREMENT

560.13 - Bridge Structure Design, Fabricated and Constructed

Individual work or construction items shall not be directly measured for payment; except for those items specifically included in the Schedule of Items. The quantity to be paid for shall be the completed and accepted structure, including all necessary incidental roadway work, and structural excavation, and all backfill borrow haul between the actual beginning and ending stations of the deck.

BASIS OF PAYMENT

560.14

The completed and accepted structure shall be paid for at the contract lump sum price for the pay items listed below, which price and payment shall be full compensation for designing, detailing, fabricating, transporting, erecting, and constructing the structure in accordance with the approved design drawings and the specifications, and for furnishing all materials, labor, equipment, tools, and incidentals necessary to complete the items, including piling, structural excavation, roadway excavation, borrow haul, riprap, bridge railing, approach guardrail, and all other items as necessary.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
560(01) Bridge structure designed, furnished and constructed in place.	Lump Sum

Appendix D.

THE SEE STUDY TEAM MEMBERS FOR THIS PROPOSAL ARE INDICATED BELOW:

U.S. Forest Service (USFS)

Mr. Walter Brooks, Forest Engineer  
Tongass National Forest  
USDA Forest Service, Federal Building  
Ketchikan AK 99901  
Tel. (907) 225-3101 or 6141 FTS 8-399-0150

Mr. James Watson, Forest Supervisor  
Tongass National Forest  
P.O. Box 2278  
Ketchikan, Alaska 99901  
(907) 225-6141 FTS 8-399-0150

Alaska State Department of Transportation and Public Facilities (DOT/PP)

Mr. Morton J. Cook, Transportation Planning Manager  
Southeastern Region  
Department of Transportation and Public Facilities  
P.O. Box 3-1000  
Juneau AK 99802  
Tel. (907) 789-0841 FTS 8-399-0150

Federal Highway Administration (FHWA)

Mr. Ralph A. Frame, Acting Chief, Environmental Planning Branch  
SEE Chairman  
Federal Highway Administration  
Office of Federal Highway Projects  
610 East Fifth Street  
Vancouver, Washington 98661  
Tel. (206) 696-7751 FTS 422-7751 or 7752

Mr. Walt Fulks, Asst. Area Engineer, Alaska Division  
Contact for Forest Highways  
Federal Highway Administration  
Juneau, Alaska 99802  
Tel. (907) 586-7428 FTS 8-399-0150

2. COOPERATING AGENCIES

(NOTE. THIS LIST IS INITIALLY PREPARED AT THE BEGINNING OF PROJECT DEVELOPMENT AND IS ADDED TO AS NEW INFORMATION SOURCES BECOME KNOWN THROUGHOUT THE STUDY PERIOD. INITIALLY THE LIST SHOULD INCLUDE THE AGENCY NAME AND NATURE OF INVOLVEMENT EXPECTED. IF KNOWN IT SHOULD ALSO INCLUDE ADDRESSES, PHONE NUMBERS, DEPARTMENTS/SECTIONS, INDIVIDUALS NAMES AND TITLES THAT WILL ASSIST IN MAKING CONTACTS.)

TRI-AGENCIES

Department of Transportation  
Federal Highway Administration  
James Hall, Director  
Office of Federal Highway Projects  
Region 10  
610 East Fifth Street  
Vancouver, Washington 98661  
Tel. 696-7710 FTS 8-422-7710

SEE Team Chairman

Ralph A. Frame, Acting Chief Environmental Planning Branch  
Office of Federal Highway Projects, Region 10  
610 East Fifth Street  
Vancouver, Washington 98661  
Tel. 696-7751 FTS 8-422-7751

Mr. Walt Fulks, Assistant Area Engineer  
Federal Highway Administration  
Alaska Division  
Juneau, Alaska 99802  
Tel. (907) 586-7428 FTS 8-399-0150

U. S. Forest Service

Mr. F. W. (Bill) Boxandall, Assistant Regional Engineer  
for Transportation Systems.  
U.S. Forest Service  
Federal Office Building  
P.O. Box 1628  
Juneau, Alaska 99802  
Tel. (907) 586-7266 FTS 8-399-0150

Mr. James Watson, Forest Supervisor  
Tongass National Forest  
P.O. Box 2278  
Ketchikan, Alaska 99901  
(907) 225-6141 FTS 8-399-0150

Mr. Walter Brooks, Forest Engineer  
Tongass National Forest  
USDA Forest Service, Federal Building  
Ketchikan, Alaska 99901  
Tel. (907) 225-3101 or 6141 FTS 8-399-0150

Mr. James Lincoln, Resource Manager  
Craig Work Center  
Tongass National Forest  
Craig, Alaska 99921  
Tel. (907) 826-3271 FTS 8-399-0150

Alaska State Department of Transportation and Public Facilities (DOT/PF)

Mr. Morton J. Cook, Transportation Planning Manager  
Southeastern Region  
Department of Transportation and Public Facilities  
P.O. Box 3-1000  
Juneau, Alaska 99802  
Tel. (907) 789-0841 FTS 8-399-0150

Mr. R. D. Shumway, Deputy Commissioner  
Highway Design and Construction  
State of Alaska Department of Transportation  
and Public Facilities  
Pouch Z  
Juneau, Alaska 99811  
Tel. (907) 364-2121 FTS 8-399-0150

LAND AND RESOURCE MANAGEMENT AGENCIES  
U. S. GOVERNMENT

Forest Service (see above)  
Federal Highway Administration (see above)

Mr. Don Montgomery  
U. S. Department of the Interior  
Fish and Wildlife Service  
Ecological Services  
709 West 9th  
Juneau, Alaska 99802  
Tel. (907) 586-7240 FTS 8-399-0150

Mr. Harry L. Rietze, Director Alaska Region  
U.S. Department of Commerce  
National Oceanic and Atmospheric Administration  
National Marine Fisheries Service  
Environmental Assistance Division  
P.O. Box 1668  
Juneau, Alaska 99802  
Tel. (907) 586-7235 FTS 8-399-0150

U.S. Environmental Protection Agency  
Water Quality Office  
Alaska Operations  
Room 9 Federal Building  
605 Fourth Avenue  
Anchorage, Alaska 99501  
Tel. (907) 265-4881 FTS 8-399-0150

ALASKA STATE AGENCIES

Alaska State Department of Transportation and Public Facilities  
(see above)

Mr. Richard D. Reed  
State of Alaska  
Department of Fish and Game, S.E. Region  
210 Ferry Way  
Juneau, Alaska 99801  
Tel. (907) 586-6630 FTS 8-399-0150

Mr. Don Kelly, Area Habitat Biologist  
Mr. John Valentine, District Fishery Biologist  
State of Alaska  
Department of Fish and Game  
Habitat Section  
415 Main Street #208  
Ketchikan, Alaska 99901  
Tel. (907) 225-5195 FTS 8-399-0150

Mr. Tom Hanna  
State of Alaska  
Department of Environmental Conservation  
Environmental Analysis  
Terrestrial Program Air Quality  
3220 Hospital Drive  
Juneau, Alaska 99801  
Tel. (907) 465-2637 FTS 8-399-0150

Mr. William S. Hanable  
State Historic Preservation Officer  
Division of Parks  
Alaska Department of Natural Resources  
619 Warehouse Drive, Suite 210  
Anchorage, Alaska 99501  
Tel. (907) 274-4679 FTS 8-399-0150

OTHER AGENCIES

Mr. Bob Loescher, Director of Natural Resources  
Sealaska Corporation  
Sealaska Plaza, Suite 400  
Juneau, Alaska 99801  
Tel. (907) 586-1512 FTS 8-399-0150

Mr. Bob Sanderson, Chairman of the Board  
Haida Corporation  
Hydaburg, Alaska 99922  
Tel. (907) 285-3603 FTS 8-399-0150

Mr. Lorin Sanderson, President  
Haida Corporation  
Hydaburg, Alaska 99922  
Tel. (907) 285-3721 FTS 8-399-0150

Mr. Sylvester Peele, Chairman Resources Committee  
Haida Corporation  
Hydaburg, Alaska 99922  
Tel. (907) 285-3475 FTS 8-399-0150

Mr. John Morris, Mayor of Hydaburg  
City of Hydaburg  
P.O. Box 49  
Hydaburg, Alaska 99922  
Tel. (907) 285-3861 FTS 8-399-0150

A 95 REVIEW

Mr. Jerry L. Madden  
State Federal Coordinator  
State of Alaska  
Office of the Governor  
Division of Policy Development and Planning  
Pouch AD  
Juneau, Alaska 99811  
Tel. (907) 465-3577 FTS 8-399-0150

OTHERS

U. S. Department of the Interior  
Bureau of Indian Affairs  
Juneau Area Office  
709 West 9th Street  
P.O. Box 3-8000  
Juneau, Alaska 99802  
John Hope, Acting Area Director  
Tel. (907) 586-6100 FTS 8-399-0150  
Willie Allen, Assistant Area Director  
Tel. (907) 586-6100 FTS 8-399-0150  
Nick Lean, Area Roads Engineer  
Tel. (907) 586-7386 FTS 8-399-0150  
Joe Donahou, Reality Office  
Tel. (907) 586-7809 FTS 8-399-0150  
Roger Sylvester, Forestry  
Tel. (907) 586-7209 FTS 8-399-0150

U. S. Fish and Wildlife Service  
Alaska Area Office  
1011 East Tudor Road  
Anchorage, Alaska 99057  
Keith M. Schreiner, Acting Director  
Tel. (907) 276-3800 FTS 8-399-0150  
Art Laperrieve, Regional Wetlands Coordinator  
Tel. (907) 276-3800 FTS 8-399-0150  
Don Benfield, Endangered Species Specialist  
Tel. (907) 265-4864 FTS 8-399-0150

THIS MEMORANDUM OF UNDERSTANDING executed this 27 day of Jan. 1981, by and between the State of Alaska, Department of Transportation and Public Facilities, hereinafter referred to as the State, and the Sealaska Corporation and the Haida Corporation; proclaims as follows:

To furnish a necessary transportation link and in order that proper and full utilization of natural resources may be realized, it is desirous that the approximately seven remaining miles of road be constructed linking the town of Hydaburg to the Klawock, Hollis Highway.

Sealaska Corporation and the Haida Corporation are desirous of having this road link constructed at the earliest possible date.

Due to the limited funding of the Forest Highway program, the State would be unable, through its normal project development procedures, to accomplish the physical construction of this road link prior to 1985.

The proposed road link will traverse portions of lands under the ownership control of Sealaska, the jurisdiction of the United States Forest Service and the ownership of Haida Corporation respectively.

It is now therefore understood between the parties herein as follows:

1. Sealaska, will construct, at its own expense, the approximate seven miles of road linking the town of Hydaburg to the Klawock, Hollis Highway. THE TERMINUS OF THE ROAD WOULD BE AT THE SALTRY POINT, HYDABURG DOCK FACILITY.
  - (a) The proposed road link will be constructed by Sealaska Corporation and Haida Corporation, as a pioneer road, to a nominal fourteen (14) foot width with proper turnouts and bridges at standard State requirements.
  - (b) The proposed road link will be constructed operated and maintained within the corridor and along the alignment now being cleared environmentally by the Federal Highway Administration.
  - (c) The proposed road link will be constructed, operated and maintained in a manner recognizing limited public access.
2. It is the intent of Sealaska to request reimbursement of construction costs from the State prior to any transfer of the roadway. *PET MK*
3. Sealaska Corporation will request, from the United States Forest Service, a permit for right of way for the portion of road within Forest lands.
4. Sealaska Corporation and Haida Corporation will transfer all Rights of Way to the State at no cost to the State, at such time as the State assumes jurisdictional control of the road as a public highway facility.
5. Rights of Way transferred to the State will be of a sufficient width to operate and maintain a facility to be ultimately constructed to two lane secondary highway standards.
6. The State will impose no highway use load limits, on the proposed road, until such time as the road becomes a public highway facility. *PET MK*  
to upgrade the roadway *PET MK*
7. The State will attempt through its normal funding and project development procedures to expedite the transfer of this road to the State with State or Forest Highway funds. PREFERENCE WOULD BE TO CONSTRUCT A TWO-LANE ROAD FROM THE OUTSET OF DEVELOPMENT.

It is further understood that time is of the essence in the execution of this instrument.

ACCEPTED:

By [Signature]  
Commissioner  
Department of Transportation  
and Public Facilities

By [Signature]  
President  
Sealaska Corporation

By [Signature]  
President  
Haida Corporation

PLEASE NOTE: THE PRECEDING PAGES WERE TREATED  
AS A UNIT IN THE ORIGINAL DOCUMENT.

FEB 22 1982



Shaan  
Seet "Pass to the future"  
Inc. P.O. Box 90 ~ Craig, Alaska 99921

907-826-3383

February 16, 1982

The Honorable Jay Hammond  
Governor  
State of Alaska  
Pouch A  
Juneau, Alaska 99811

Dear Governor Hammond:

This letter is to inform you of Shaan-Seet, Inc. support for the completion of the Hydaburg Road project for which the Department of Transportation and Public Facilities has included \$5,000,000.00 in the Southeast Region Highways budget for the next fiscal year.

As you know, this project has been in the planning stage for several years. The road would link the three (3) principal communities (Craig, Klawock and Hydaburg) on Prince of Wales Island together and also link Hydaburg with the State ferry terminal located at Hollis, Alaska. The road would improve transportation for Hydaburg residents and provide greater opportunities for Hydaburg residents to participate in the Prince of Wales Island job market. Access to the State ferry system would provide an alternative transportation mode to Ketchikan. Currently, Hydaburg residents must either fly from the island or take private fishing vessels to get off the island.

The road will also stimulate business and trade between the communities on the island. The improved transportation will greatly aid in moving Prince of Wales Island products to market. As an ANCSA village corporation located in Craig, the road will enable Shaan-Seet, Inc. and the other village corporations located on Prince of Wales Island to compete more effectively in their timber and seafood markets through better transportation. Your support for the funding for completion of the Hydaburg Road project is needed.

Honorable Jay Hammond  
February 16, 1982  
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Thank you for your kind consideration of this matter.

Respectfully,

*Aaron Isaacs*

Aaron Isaacs  
8501 Jennifer Dr.  
Juneau, AK 99801  
Chairman of the Board  
Shaan-Seet, Inc.

AI/ra

cc: Honorable Joe Hayes  
Honorable Jalmar Kerttula  
Honorable Ben Grussendorf  
Honorable Sam Cotten  
Honorable Bette M. Cato ✓  
Honorable Don Gilman  
Honorable Ed Dankworth  
Honorable Bill Ray  
Percy Frisby  
Leonard Kato