

H B

326

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. HB 326
 Title Construction of road between Bethel and Napakiak
 Requested by Rep. Vaska Date 1/27/82

II. FISCAL DETAIL
 Agency Affected Dept. of Transportation and Public Facilities
 Program Category Affected _____
 BRU, Program, Or Subprogram(s) Affected _____
 (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 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND	13,270.					
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)
 See attached information. Increased costs are due to findings of the completed feasibility study.

IV. DATE 1/27/82 PREPARED BY John C. Bates
AGENCY Transportation & Public Facilities
 Original: Legislative Finance PHONE 465-3900
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)
 33-001 (Rev. 12/81)

Bethel to Napakiak Road

The funding source for this project was as follows:

\$600,000	Chapter 50/80
250,000	Chapter 80/79

Expenditures to date are \$189,000 for feasibility study, leaving a balance of \$660,000.

The study shows eight alternate alignments. Two alternate typical sections developed 16' and 20' sections. It also identified three bridge sites. Each of the alignments can reach a different bridge site. These alignments and bridge sites are as follows:

Alignment #1, Bridge Site #1	
Construction cost for 20' section	\$15,990,000
Construction cost for 16' section	13,760,000
Alignment #1, Bridge Site #2	
Construction cost for 20' section	\$14,469,000
Construction cost for 16' section	13,173,000
Alignment #1, Bridge Site #3	
Construction cost for 20' section	\$14,363,000
Construction cost for 16' section	13,093,000
Alignment #5, Bridge Site #1	
Construction cost for 20' section	\$14,358,000
Construction cost for 16' section	13,062,000
Alignment 5, Bridge Site #2	
Construction cost for 20' section	\$13,713,000
Construction cost for 16' section	12,453,000
Alignment #5, Bridge Site #3	
Construction cost for 20' section	\$13,289,000
Construction cost for 16' section	12,098,000
Alignment #8, Bridge Site #1	
Construction cost for 20' section	\$14,752,000
Construction cost for 16' section	13,412,000
Alignment #8, Bridge Site #2	
Construction cost for 20' section	\$14,023,000
Construction cost for 16' section	12,732,000
Alignment #8, Bridge Site #3	
Construction cost for 20' section	\$13,270,000
Construction cost for 16' section	12,085,000

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

RECOMMENDATIONS

Bethel/Napaklak Feas. Study
To: Audrey Mayer
Dep. Commissioner's Office

As can be seen from the preceding summation of project

costs, the least expensive alignments all use Bridge

Site #3. For this reason, combined with the fact that Bridge Site #3 appears to be the most stable, it is recommended that this crossing be utilized no matter which alignment is selected as the preferred one.

Comparing alignment project costs utilizing Bridge Site #3 as the preferred crossing, Alignment #8 is the least expensive of all the alignments, although Alignment #5 has essentially the same cost. While these two alignments are the least expensive of all the alignments studied, they are also considered to be more maintenance intensive than some of the other alignments. Additionally, there is some question about the availability of silty sand embankment material along these alignments. Further, these alignments cross extensive sections of known thermalist terrain where the geotechnical conditions are essentially unknown. For these reasons, even though the construction costs has been evaluated as being the least expensive, these routes are not considered to have a clear advantage over other proposed alignments.

Alignment #1 utilizing Bridge Site #3 is considered to be comparable to Alignments #8 and #5. While its construction cost is approximately \$1.3 million greater than Alignments #8 and #5, it is felt that the geotechnical conditions along the alignment are more favorable than along Alignments #8 and #5. Additionally, sand blow outs have been identified with more frequency along this alignment than along Alignments #8 and #5.

In summary, alignments #1, #5, and #8 are considered to be equivalent in desirability on a straight engineering basis with a slight preference possibly going to Alignment #1. Based solely on construction cost and maintenance cost, Alignment #5 would be considered slightly ahead of the other two alignments. It is felt that final alignment selection should be based on three factors. The first factor would be right-of-way acquisition costs which could significantly alter total project costs. The second factor concerns the geotechnical aspects of each alignment. If silty sand borrow sources are not encountered on Alignments #8 and #5 this would significantly increase their construction costs. The third factor and perhaps the most important in terms of the communities of Bethel and Napakiak, is local preference. The proposed road will provide many thousands of additional acres of land that could be developed, thus there is a definite dollar advantage to each of these communities depending on which alignment is ultimately chosen for the proposed road between Bethel and Napakiak.

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



REPRESENTATIVE TONY VASKA
Alaska State Legislature
House of Representatives

DISTRICT 17

HOME
P.O. BOX 892
BETHEL, ALASKA 99559
(907) 543-2334

HB 326 THE NAPAKIAK/BETHEL ROAD

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811

(907) 465-4931
(907) 465-4932

AKIACHAK
AKIAK
ANIAK
ATMAUTHLUAK
BETHEL
CHEFORNAK
EEK
KALSAG
KASIGLUK
KWETHLUK
LOWER KALSAG
MEKORYUK
NAPAKIAK
NAPAKIAK
NEWYOK
NIGHTMUTE
NUNAPITCHUK
NYAC
OSCARVILLE
TOKSOOK BAY
TULUKSAK
TUNTUTULIAK
TUNUNAK

Currently, the only means of transportation between Bethel and Napakiak is either by air or by way of the Kuskokwim River. In winter, travel between Napakiak and Bethel is difficult and dangerous. The City of Napakiak reports that over the past 3 or 4 years, no fewer than twelve lives could have been saved had there been a road.

When a medical emergency arises, often the victim is at the mercy of the weather. If fog or other unsuitable flying conditions exist, planes are unable to transport the sick or injured. Recently, a person died waiting to be transported to Bethel Hospital. Although it is only 18 miles by river and 8 miles over the bluff, needed medical assistance could not be rendered.

There is a power line, a single wire ground return demonstration project, from Bethel to Napakiak. A road would facilitate maintenance of the power line. Napakiak fishermen, too, would benefit economically from greater ease in transporting fish to Bethel Airport.

The cities of Bethel and Napakiak wholeheartedly support the road. The feasibility study was completed last summer by Robertson and Associates and is available for your perusal.

There has been a 10% increase in construction costs due to inflation, which brings the cost of building the road and a bridge to span the Napakiak Slough to \$9,350,000.

Funding Information

General Fund \$8,500,000

Other Funds -0-
\$8,500,000

7,350,000

Introduced: 3/12/81

Referred: Transportation and Finance

1 IN THE HOUSE

BY VASKA

2 HOUSE BILL NO. 326

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-
7 ment of Transportation and Public Facilities for
8 construction of a road between Bethel and Napakiak and
9 for a bridge to span the Napakiak Slough; and providing
10 for an effective date."

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

12 * Section 1. The sum of ^{*7,350,000*} ~~(\$8,500,000)~~ is appropriated from the general fund
13 to the Department of Transportation and Public Facilities for construction
14 of a road between Bethel and Napakiak and a bridge to span the Napakiak
15 Slough.

16 * Sec. 2. The appropriation made by this Act is for a capital project
17 and is subject to AS 37.25.020.

18 * Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-
19 070(c).

2.4 million = bridge -

20
21
22
23
24
25
26
27
28
29



REPRESENTATIVE TONY VASKA
Alaska State Legislature
House of Representatives

DISTRICT 17

AKIACHAK
AKIAK
ANIAK
ATMAUTHLUAK
BETHEL
CHEFORNAK
EEK
KALSKAG
KASIGLUK
KWETHLUK
LOWER KALEKAG
MEKORYUK
NAPAKIAK
NAPASKIAK
NEWTOK
NIGHTMUTE
NUNAPITCHUK
NYAC
OSCARVILLE
TOKBOOK BAY
TULUKSAK
TUNTUTULIAK
TUNUNAK

HOME
P.O. BOX 892
BETHEL, ALASKA 99559
(907) 542-2334

HB 326 THE NAPAKIAK/BETHEL ROAD

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811

(907) 465-4831
(907) 465-4832

Currently, the only means of transportation between Bethel and Napakiak is either by air or by way of the Kuskokwim River. In winter, travel between Napakiak and Bethel is difficult and dangerous. The City of Napakiak reports that over the past 3 or 4 years, no fewer than twelve lives could have been saved had there been a road.

When a medical emergency arises, often the victim is at the mercy of the weather. If fog or other unsuitable flying conditions exist, planes are unable to transport the sick or injured. Recently, a person died waiting to be transported to Bethel Hospital. Although it is only 18 miles by river and 8 miles over the bluff, needed medical assistance could not be rendered.

There is a power line, a single wire ground return demonstration project, from Bethel to Napakiak. A road would facilitate maintenance of the power line. Napakiak fishermen, too, would benefit economically from greater ease in transporting fish to Bethel Airport.

The cities of Bethel and Napakiak wholeheartedly support the road. The feasibility study was completed last summer by Robertson and Associates and is available for your perusal.

There has been a 10% increase in construction costs due to inflation, which brings the cost of building the road and a bridge to span the Napakiak Slough to \$9,350,000.

Transportation problems of rural Alaska

only access is air -

has study been done? -

distance from Nopakiak to Bethel

terrain -

why

- 400 people involved -

Bethel 4,000 00

financial note - not here -)

oil & Gas - coming up in Oct.

future transportation corridors -