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Paug-vik Inc. Ltd.

P.O. BOX 61
NAKNEK, ALASKA 99633

2,500,000

check w/ DOT to see if feasibly study down?

RESOLUTION 80-3

- WHEREAS The Beach Access Road is part of the Overall Economic Development Plan of the Borough and,
- WHEREAS the State and Federal governments participated in an attempt to build a beach access road a couple of years ago and,
- WHEREAS August 12, 1980 storm washed 15 to 20 feet of the River Bank and,
- WHEREAS Economy of the area was jeopardized by the storm torn beach which meant fish could not readily be delivered to the buyers and,
- WHEREAS vehicles used on the beach have a life span of two years because of the unkept beach road which is hard on the vehicles and,
- WHEREAS the presently used beach by the vehicles is only accessable at low tides making it unusable much of the time for serving the fishing sites.

THEREFORE BE IT RESOLVED that the State Department of Transportation and Public Facilities seriously make every possible effort to construct this beach access road to alleviate the hardships caused by nonexistence of such a road by the next fishing season of 1981.

THEREFORE BE IT FURTHER RESOLVED that copies of this Resolution be sent to the Bristol Bay Borough Assembly, Representative Nels Anderson, Senator George Hohman, Senator Kertula, Congressman Don Young, Senator Ted Stevens and Senator Mike Gravel.

Clyde E. Clark
Clyde E. Clark - President

Dan O'Hara
Dan O'Hara - Vice President

Dolly Herrmann
Dolly Herrmann - Secretary

John C. Knutsen
John C. Knutsen - Treasurer

This Resolution 80-3 was duly passed by the Board of Directors of Paug-Vik, Inc., Ltd., on September 30, 1980 at a Regular Board of Directors Meeting.

- opens up Peterson Pt. Canning (local mo (SEA WALKER)) to Monson Creek.
- existing trail no right-of-way problem.

FISCAL NOTE: SENATE BILL NO. 372
Beach Access Road at Naknek

Construction cost estimates are based on the draft of the "Beach Road Location Study Bristol Bay Borough" prepared by consultants for the Alaska Department of Transportation and Public Facilities in 1980. The draft design is for a 32' wide paved road, with three alternate routes. The following estimates are adjusted for a 24' wide gravel surface and are for the shortest proposed route which is 4.37 miles long. This is the most direct route which extends from Naknek to Pederson Point. Adjustments of the unit costs of the roadway items are also made to reflect more realistic values. In this analysis it is assumed that there are no right of way costs associated with the project. Included in the construction cost is a mobilization fee of 20%, contingencies of 10%, and administrative costs of 12%. A consultant design is assumed and is estimated at 6% of the roadway construction costs. Road maintenance costs are based on the Fiscal year 1982 average cost per lane-mile of \$4230 for 12' wide gravel surfaces with a 10% inflation factor applied to each successive year. The following is a summary of the fiscal requirements.

Construction Costs (Includes Camp Facilities)	\$5,148,000
Construction Administration @12%	618,000
Consultant Design @6%	309,000
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	\$6,075,000

Annual Maintenance: \$37,000
(FY 1982)

The appropriation of \$2,500,000 by SB372 will be insufficient to construct a Beach Access Road at Naknek.

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