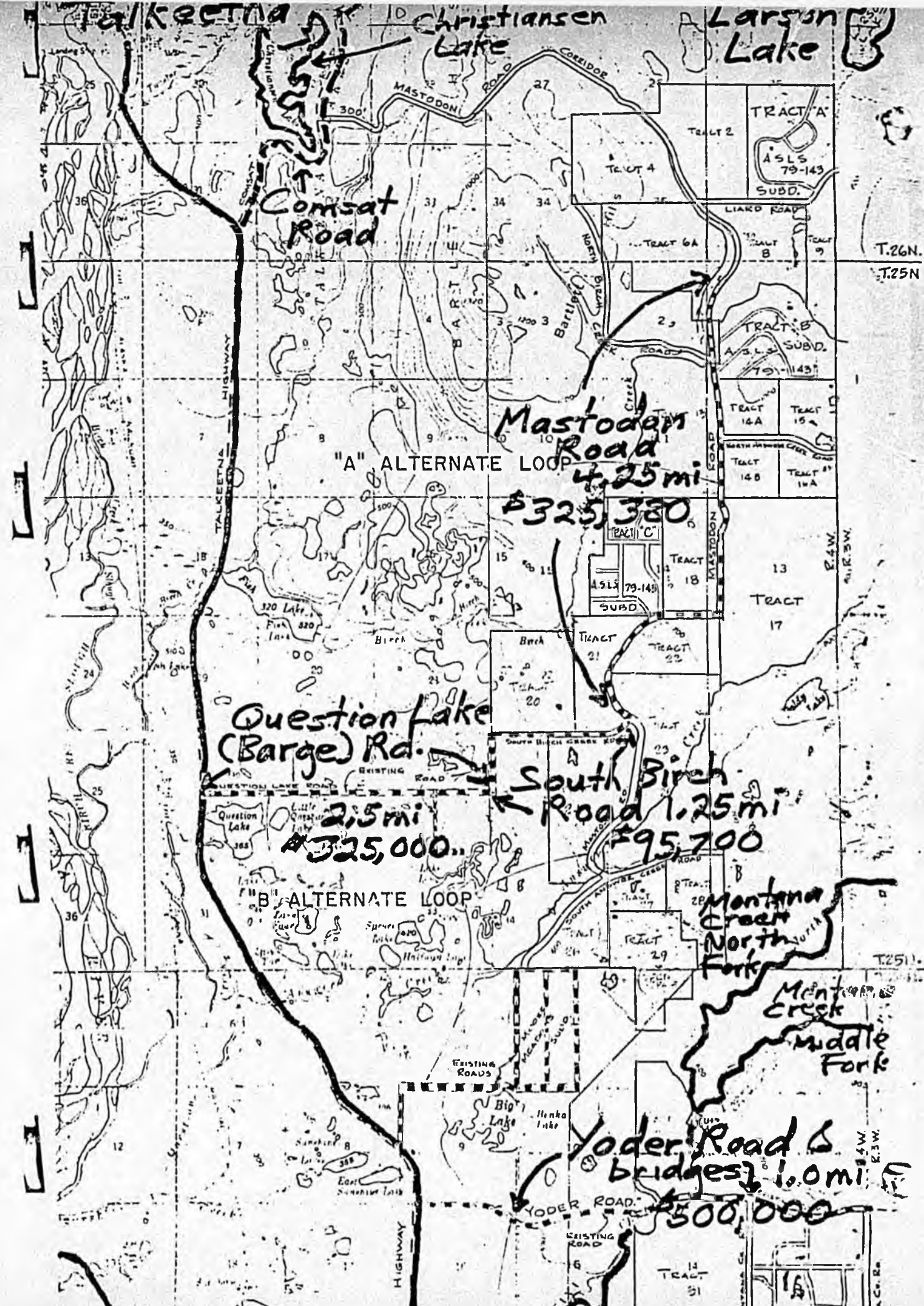


H B

237



Comsat Road

"A" ALTERNATE LOOP
4.25 mi
\$325,380

Question Lake
(Barge) Rd.
2.5 mi
\$325,000

"B" ALTERNATE LOOP

South Birch Road
1.25 mi
\$95,700

Yoder Road & bridges
1.0 mi
\$300,000

Christiansen Lake

Larsen Lake

TALKEETNA HIGHWAY

HIGHWAY

T.26N
T.25N

T.251

E.4W
E.3W

Alaska State Legislature

REPRESENTATIVE
BARBARA LACHER
P.O. BOX 478
PALMER, ALASKA 99645
(907) 376-4215



WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4894

House of Representatives

MEMORANDUM

TO: MEMBERS OF THE HOUSE TRANSPORTATION COMMITTEE

FROM: REPRESENTATIVE BARBARA LACHER

DATE: MAY 16, 1983

RE: HB 237: BARTLETT HILLS ACCESS ROADS

PROJECT OVERVIEW:

The Bartlett Hills area is located to the North of Willow and South of Talkeetna, in the Matanuska-Susitna Borough, just East of the Parks Highway and the Susitna River. Maps 1a-1b-1c are taken from the State Highway System Maintenance Maps, Chulitna Maintenance Station. Map 1a indicates the general area within which the Bartlett Hills subdivisions and agricultural parcels are located. Maps 1b-1c locate the general roads proposed for the project to provide access into the area. Map 2 locates the roads included in HB 237 in more detail in relation to the existing and proposed subdivisions and agricultural units. Map 3 indicates the Tract D subdivision in Bartlett Hills, and the roads that are proposed for access, as well as the roads already constructed by the residents of the area. Map 4 is taken from the Mat-Su Borough Priority List for 1983 CIP's. This map indicates the location of all of the proposed access roads in the Bartlett Hills area.

It is the position of the Mat-Su Borough, and the sponsor of this legislation, that the State should not engage in the business of subdivisions and agricultural land disposals without first building access roads into those projects. While the Department of Natural Resources has been operating under a policy of exempting themselves from the obligation of building access roads into land disposals such as Bartlett Hills, with the good intentions of "getting the land to the people," this policy has been a failure. The effect has been that the Borough has had to turn around and pick up the responsibility of building those access roads. I could cite several examples of the same order as the Bartlett Hills project before you. In the past two years no more than 220 acres have been cleared in the 8,000 acre State of Alaska Bartlett Hills Agricultural Project. At this rate, Gary Thurlow, Mat-Su Borough Manager points out, it would take 70 years to bring this 8,000 acre project into production.

The Department of Natural Resources has several other proposed subdivisions in the area. HB 237 would provide the proper access to these subdivisions before further land disposals. This bill would also provide needed access to existing subdivisions and agricultural units.

EXISTING AND PROJECTED POPULATION:

Twenty-three existing agricultural parcels in the area currently have 52 dwelling units and 164 residents. Existing subdivisions, (See Map 2, and Tract D as detailed example of one of the subdivisions), number 192 parcels which are private lots, and 425 which are State subdivision parcels. This totals 617 total lots in the Bartlett Hills Agricultural boundary.

The State and the Borough have plans for further subdivisions in the area. It is the position of the Borough that the access roads should be constructed before any further subdivision takes place. Population growth is being experienced throughout the Mat-Su Borough and is expected to continue over the next several years. We can expect on the order of five times the current population in the Bartlett Hills area over the next decade.

Planned roadwork within existing parcels and planned construction on these lands suggest that the traffic count on these roads will increase. The Mat-Su Borough engineers calculate that the current traffic count along existing roads is 468 average daily traffic (ADT), and project that next year it will be as high as 756 ADT.

HAZARDS:

Many of the existing roads are not up to Borough standards, and bridge work is needed on both Barge and Yoder Roads. The daily use of these sub-standard roads is a constant threat to the lives of the residents of the area. Yoder Road Bridge washed out last year, and without proper construction work it will certainly do so again this year. The threat of school bus, as well as daily traffic, accidents is constant.

RIGHT-OF-WAYS & FEASIBILITY STUDIES:

The right-of-ways are established for the proposed road projects. The Borough has conducted a feasibility project and their estimates are contained in your committee packets. No DOT/PF estimates have, as yet, been conducted.

COST:

The appropriation for HB 237 adds to the Borough's Priority List estimate of \$761,000.00 to total \$1,246,080.00. The cost increase is due to the proposed construction of needed access roads, bridge work, and the upgrade of existing roads.

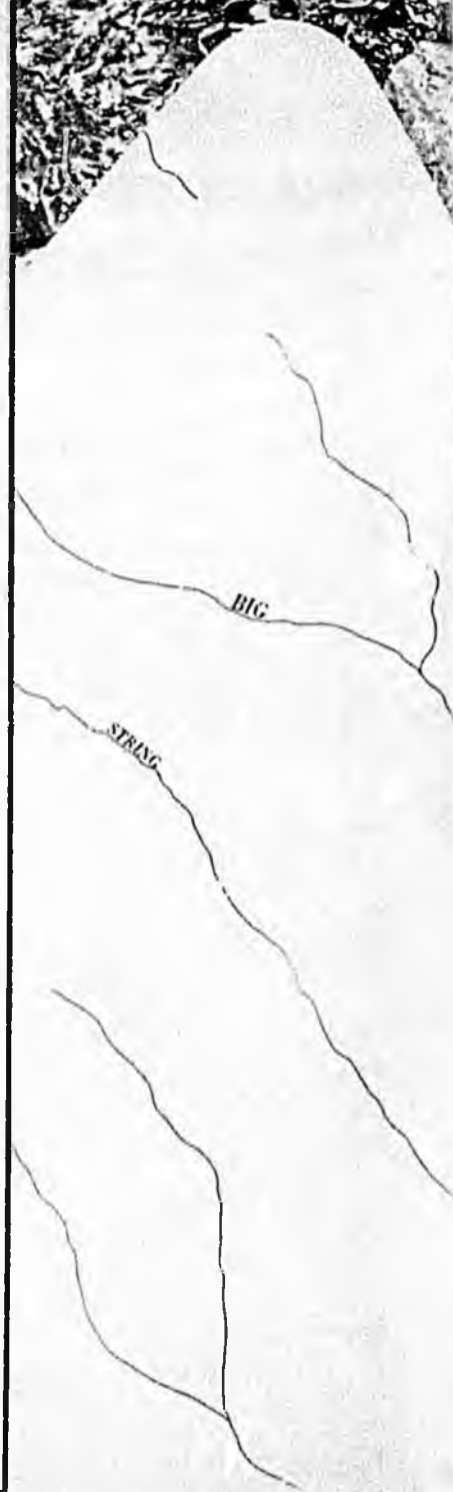
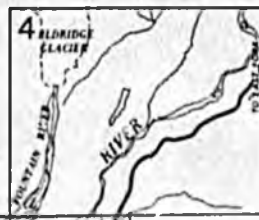
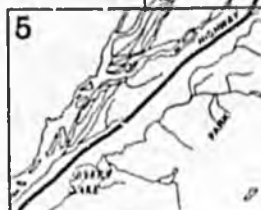
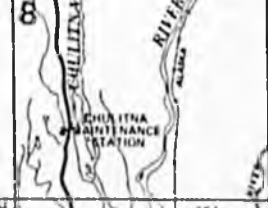
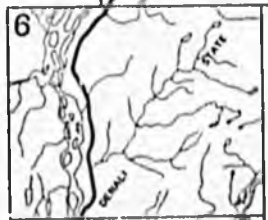
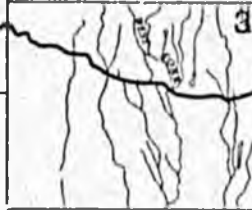
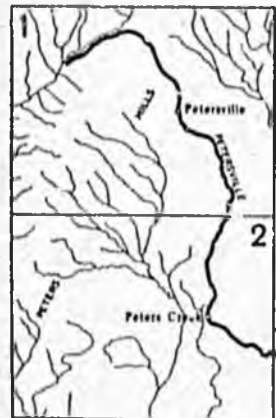
CREEK

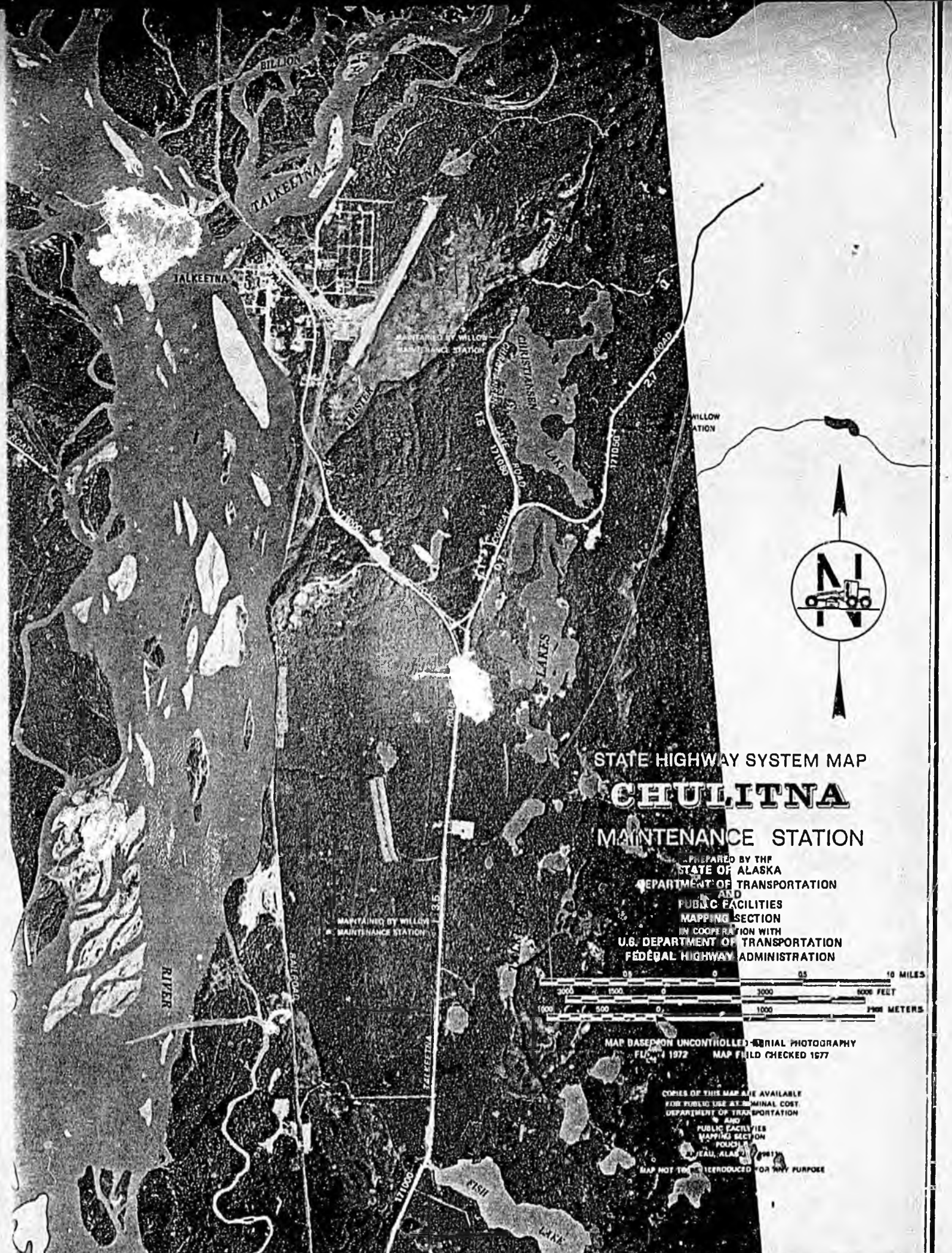
PETERSVILLE
CREEK
171300
END MAINTENANCE
PETERS

ROUTE NUMBER	GROUP NUMBER
170000	
171300	
171360	170819
171400	179819
171420	179819

REVIEWED AND FOUND SATISFACTORY BY THE MAINTENANCE DIVISION - AUGUST, 1977

INDEX TO MAP SHEETS





STATE HIGHWAY SYSTEM MAP
CHULITNA
 MAINTENANCE STATION

PREPARED BY THE
 STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 MAPPING SECTION
 IN COOPERATION WITH
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION



MAP BASED ON UNCONTROLLED SERIAL PHOTOGRAPHY
 FROM 1972 MAP FIELD CHECKED 1977

COPIES OF THIS MAP ARE AVAILABLE
 FOR PUBLIC USE AT MINIMAL COST
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 MAPPING SECTION
 PO BOX 11
 FAIRBANKS, ALASKA 99701
 MAP NOT TO BE REPRODUCED FOR ANY PURPOSE







TALKEETNA BLUFF ADDITION

BALD MTH. REMOTE PARCELS

BALD MTN.

SOUTH BALD MTN.

	AGRICULTURAL UNITS
	ALASKA STATE SUBDIVISIONS & REMOTE PARCELS
	EXISTING ROADS
	PROPOSED ROADS

BARTLETT HILLS

TRAPPER CREEK

TALKEETNA BLUFF

TALKEETNA SPUR RD.

THE ALASKA RAILROAD

DARAR LEMME

PACIFIC HIGHWAY

SUNSHINE

TALKEETNA SPUR ROAD

727

728

729

730

731

732

707
708
SUBD. A

709
710
SUBD. B

711
712
713

714
715
SUBD. C
716
717

718
719
720
721

722
723
724
725
EXTENSION

726

727
728
729

730
731
732
SUBD. D

733

734

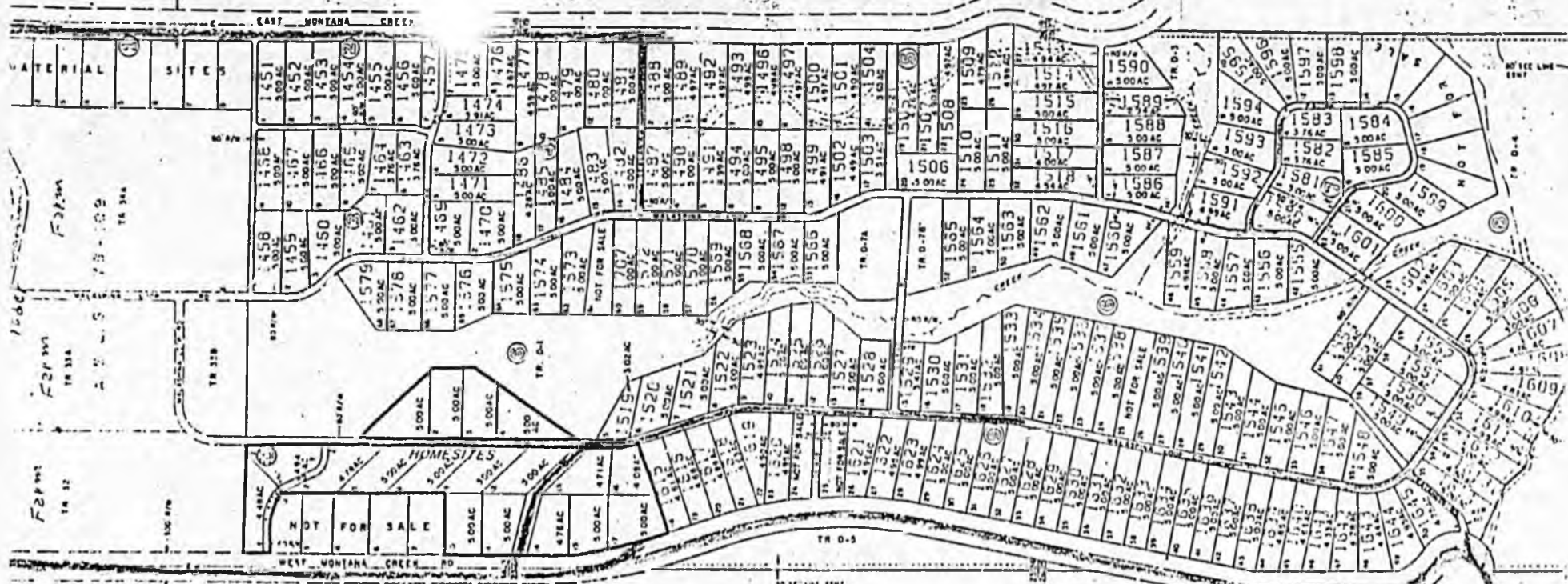
735

736

7

Township 24 North, Range 4 West, Seward Meridian, Alaska
TRACT "D"
 ALASKA STATE LAND SURVEY NO. 79-143

MAR 15 1953

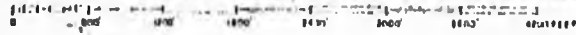


A SUBDIVISION OF
 TRACTS 34C, 35, 36, 37A, 37B, 38, 39A, 39B, 39C, & 40, ALASKA STATE LAND SURVEY NO. 79-109
BARTLETT HILLS ALASKA SUBDIVISION

MAP NO. 55

640 ACRES FROM
 will
 there is a FIFTEEN FOOT UTILITY EASE-
 MENT ALONG SIDE OF WESTERN INTERIOR LOT
 LINES.
 FOR VICINITY SEE MAP No 54

0000 - PARCEL No
 Roads built by
 our Association
 with our
 private money
 D.R.F. acc.
 M.L. acc.
 F.M. acc.
 S.P. 1773



Access

NORTH BARTLETT HILLS AGRICULTURAL PROJECT

AT THE PRESENT, THIS IS THE SECOND LARGEST AGRICULTURAL PROJECT IN THE MATSU BOROUGH. THE 1979 STATE SALE CONSISTED OF 26 FARM PARCELS TOTALING 7,859 acres. AVERAGE PARCEL SIZE WAS 302 ACRES EACH. THE SALE CONSISTED OF TWO SEPARATE AND DISTINCT AREAS. BOTH AREAS WERE CALLED BARTLETT HILLS. THE SOUTH AREA WAS SOLD WITH EXISTING ROAD ACCESS FROM YODER ROAD. THE NORTH AREA WAS SOLD WITHOUT EXISTING ACCESS. THE NORTHERN FARMS WERE ONE TO EIGHT MILES FROM ANY EXISTING ROADS. THIS REQUEST DEALS ONLY WITH THE NEEDS OF THE NORTHERN AREA OF BARTLETT HILLS AGRICULTURAL PROJECT. IT IS OUR HOPE THAT THE CONCERNS FOR THESE DIFFERENT AREAS WILL BE CONSIDERED AND FUNDED SEPARATELY.

PRIVATELY FINANCED ROAD CONSTRUCTION:

IN THE FALL OF 1980 THE FARMERS TOGETHER WITH A FEW OF THE RECREATIONAL OWNERS COLLECTED VOLUNTARY CONTRIBUTIONS AND CONSTRUCTED 6.5 MILES OF ONE LANE DIRT FARM ACCESS ROADS. AGAIN IN 1982 MORE VOLUNTARY CONTRIBUTIONS WERE COLLECTED AND ALONG WITH ONLY \$9,000 (nine thousand dollars) PUBLIC FUNDS WE WIDENED THE FIRST TWO MILES TO FORTY FEET PLUS AND IMPROVED OVER THREE MILES OF THE REMAINING ROAD TO ONE LANE GRAVEL. THIS ROAD IS MAINTAINED AND THE SNOW HAS BEEN REMOVED THRU DECEMBER BY THE FARMERS WITHOUT ANY PUBLIC FUNDING. THIS GROUP HAS SHOWN AN INTEREST AND WILLINGNESS TO WORK TOGETHER TO DO WHAT THEY CAN TO HELP THEMSELVES AS MUCH AS THEY ABLE TO.

NORTH BARTLETT HILLS AGRICULTURAL PROJECT

ADDED TRAFFIC AND MAINTAINANCE:

SINCE THE FARMERS PURCHASED THEIR LAND FROM THE STATE IN . . .
1979, THE STATE HAS SOLD THE FOLLOWING TRACTS OF RECREATIONAL
LAND WITH THIS PRIVATELY CONSTRUCTED AND MAINTAINED ROAD
BEING THE NEAREST VEHICLE ACCESS TO THESE TRACTS:

BARTLETT HILLS TRACT A.....	56	lots
BARTLETT HILLS TRACT B.....	65	lots
BARTLETT HILLS TRACT C.....	60	lots
TALKEETNA BLUFFS.....	80	lots
TALKEETNA BLUFFS ADDITION.....	59	lots
BALD MOUNTAINS I.....	218	lots
BALD MOUNTAINS II.....	103	lots
BALD MOUNTAINS REMOTE.....	(18 sq. mi. of unlimited staking)	

TOTAL OF ADDED OCCASIONAL ROAD USERS 641 lots plus 18 sq
miles of remote
parcels offered

BARTLETT HILLS TRACTS B AND C ARE IMMEDIATELY ADJACENT
TO THIS ROAD AND HAVE BUILT SOME ROADS WITHIN WHOSE
SUBDIVISIONS. TRACT A AND TALKEETNA BLUFFS ARE SOME
DISTANCE FROM THIS ROAD AND MOST ACCESS TO THESE TRACTS IS BY
BY FLOATPLANE OR RIVERBOAT. THE BALD MOUNTAIN OFFERINGS
LIE TWO TO THREE MILES EAST OF THE ROAD WITH THIS ROAD BEING
THE ONLY PRACTICAL MEANS OF ACCESS.

WITH THIS RECENTLY ESTABLISHED ROAD ACCESS AND THE CHANGE
OF LAND OWNERSHIP TO PRIVATE RECREATION , THIS AREA HAS
BECOME A POPULAR RECREATIONAL AREA. FISHERMAN ARE ATTRACTED
TO LARSON LAKE, BALDY LAKE, BIRCH CREEK, AND ANSWER CREEK.
HUNTERS HAVE FOUND THIS AREA TO BE PRODUCTIVE (WAS OPENED
TO ANTLERLESS MOOSE THIS SEASON). THIS WINTER A NUMBER OF
WEEKEND CROSS COUNTRY SKIERS AND SNOWMOBILERS HAVE ENJOYED
WEEKEND GROUP EXCURSIONS INTO THIS SECLUDED BACKCOUNTRY WITH
IT'S DEEP ALPINE SNOW, ABUNDANT WILDLIFE, AND SPECTACULAR
VIEWS OF MT. MCKINLEY.

NORTH BARTLETT HILLS AGRICULTURAL PROJECT

ESTIMATED ROAD CONSTRUCTION COSTS:

AN AERIAL RECONASANCE ENGINEERING STUDY PREPARED FOR THE
MAT-SU BOROUGH IN OCTOBER 1981 BY THE ENGINEERING FIRM
OF DOLLERHIDE-DECAMP & BROWN ESTIMATES THE COST OF UPGRADING
THIS EXISTING ROAD TO PUBLIC COLLECTOR ROAD STANDARDS AS
FOLLOWS:

2.5 miles Question Lake Road (Barge Road) upgrading.....	\$135,600
1.25 miles South Birch Creek Road Upgrading...	95,700
4.25 miles Mastadon road upgrading.....	325,380
Engineering, design, and supervision.....	205,000
	<hr/>
TOTAL COST OF UPGRADING EXISTING ROAD	761,000

Note: Portions of this area lie outside the existing road
service area boundaries. Appropriations for those
portions must be an line item appropriation.

NOTE: \$500,000 has been requested for upgrading of one mile of Yoder
Road and three bridge crossings across Montana Creek and its
sloughs. This is listed under Local Service Roads.

CONTACT PEOPLE FOR HOMEOWNERS ASSOCIATIONS FOR BARTLETT HILLS
PROJECT, BY TRACT

TRACT A

Jim Hale, President
Talkeetna, Alaska 99676

TRACT B

John Davis, Attorney
Wasilla, Alaska 99687

TRACT C

Chuck Griffin, President
4136 San Roberto
Anchorage, Alaska 99504

TRACT D

Betty Ruhle
Box 110102
Anchorage, Alaska 99511

Bartlett Hills property owners and their testimony is set forth in Volume 2 -
"Requests of Cities and Others" under the heading "Talkeetna Meeting."



Matanuska-Susitna Borough

BOX B. PALMER, ALASKA 99645 • PHONE 745-4801

DEPARTMENT OF ADMINISTRATION

October 29, 1982

John W. Katz, Commissioner
Department of Natural Resources
Pouch M
Juneau, Alaska 99811

Dear Commissioner Katz:

Re: CHASE AGRICULTURAL SALES

The Matanuska-Susitna Borough objects to any scheme for disposing of agricultural lands in the Matanuska-Susitna Borough where there is no road access or, where the State of Alaska assumes no responsibility for creating access or where there is no substitute for road access.

The State's proposed sale of 6,600 acres of agricultural land north of the Talkeetna River, east of the Alaska Railroad in the Talkeetna area would not make any sense at all unless there was some assurance that the Alaska Railroad could be used as a means of getting clearing and farm equipment to the lands to be developed as farms, materials for operation of farms by means of the railroad such as seed, fertilizer and animals, and a means of loading agricultural crops at a siding off of the Alaska Railroad or through use of the Alaska Railroad to get such crops to the south side of the Talkeetna River.

If you can work out adequate arrangements with the Alaska Railroad, in writing, that would secure the rights of farmers north of the Talkeetna River to access, we would withdraw our objections to a Chase Creek Agricultural Project.

Without provision being made for either road access or arrangements for alternate access through the Alaska Railroad, we believe that any sale of agricultural lands in Chase should be deferred.

We are concerned that a sale of land without access may create the impression that the State of Alaska is accomplishing something in the area of agriculture, when it isn't, and that it will relieve pressure to do something constructive to promote agriculture, such as providing access to agricultural lands.

To date the State Bartlett Hills Agricultural Project has been a failure, which can be retrieved only through the State or the Borough seeking and obtaining sufficient funds to provide road access to and through that project. In the past two years no more than 220 acres have

*Bartlett
Hills
Agriculture
Project*

Bartlett
Hills
Ag
Project

been cleared in the 8,000 acre State of Alaska Bartlett Hills Agricultural Project. At this rate it would take 70 years to bring this 8,000 acre project into production. Persons buying farms in that area do not have to begin their farm plan until road access is provided. This type of provision is an open invitation for speculators to bid up the prices of farm land, because they know that they will be under no obligation to engage in farming in the foreseeable future. On Bartlett Hills, a requirement of any agricultural sale should have been that 70% of the Class II and III soils and land to be offered will be in production with say six years from the date of sale.

We believe that the provision of road access to agricultural areas is well within the financial means of the State and that a comparison of costs compared to acreage opened up indicates that the cost benefit relationship is very good.

For example, an investment of approximately a million dollars in Bartlett Hills Agricultural projects, including Yoder Road to the southwest corner of the Bartlett Hills Agricultural Project, a road along the east shore of Montana Creek to the southern end of the Bartlett Hills Agricultural Project and construction of Barge Drive along the middle of the Bartlett Hills Agricultural Project would trigger many farm plans and get a great deal of farm land in production at an early date.

Similarly, construction of a bridge across Moose Creek south of the Petersville Road at an approximate cost of \$400,000 would open up about six to eight thousand acres of Class II and III soils between Moose Creek and Kroto Creek and would also provide vehicular access to the recent State subdivision on Amber Lake just south of Moose Creek. As you will recall, the road design within Amber Lake is premised upon vehicular access.

I am enclosing a table which will show how the State of Alaska could increase the agricultural lanus in production in this Valley seven fold with a fairly minor investment in agricultural roads, assuming that access is provided to Fish Creek.

We do think that the State has done a very good job in opening up the Point MacKenzie Agricultural Project and providing funds to that project through the funding of a portion of the Point MacKenzie Road and through funding construction of 16.5 miles of farm-to-market roads within the project. We are very proud of having the opportunity to be associated with that project.

And, we are all delighted with newspaper reports that you and Commissioner Ward are proposing that road access into the Fish Creek Agricultural Project be given high priority.

We believe that the Point MacKenzie and Fish Creek Projects are sound precedents for the State to follow and would hope that the planning

CONTACT PEOPLE FOR HOMEOWNERS ASSOCIATIONS FOR BARTLETT HILLS
PROJECT, BY TRACT

TRACT A

Jim Hale, President
Talkeetna, Alaska 99676

TRACT B

John Davis, Attorney
Wasilla, Alaska 99687

TRACT C

Chuck Griffin, President
4136 San Roberto
Anchorage, Alaska 99504

TRACT D

Betty Kuhle
Box 110102
Anchorage, Alaska 99511

Bartlett Hills property owners and their testimony is set forth in Volume 2 -
"Requests of Cities and Others" under the heading "Talkeetna Meeting."

AGRICULTURAL LANDS IN MATANU-A-SUSITNA BOROUGH
AVAILABLE FOR EARLY DEVELOPMENT WITH ACCESS

	<u>Acres</u>	<u>Percentage Increase</u>	<u>Cumu- lative</u>
In production now	10,000 acres	150%	
Add Point MacKenzie	15,000 acres	34%	150%
Add Borough 1982 sale	3,400 acres		184%
Total	<u>28,400</u>		
 In production plus new lands sold	 28,400 acres		
Add Bartlett Hills Agricultural Proj.	8,000 acres	80%	264%
Total	<u>36,400</u>		
 In production plus new lands sold	 36,400 acres		
Add Fish Creek (MacKenzie #2)	18,000 acres	180%	444%
Total	<u>54,400</u>		
 Existing, sold and Fish Creek	 54,500 acres		
Add Moose Creek	8,000 acres	30%	524%
Add Doshka Flats	8,000 acres	30%	604%
Add Chulitna Flats	8,000 acres	80%	684%
Total	<u>78,600</u>		

BARTLETT HILLS AGRICULTURE ROAD SYSTEM
AIR PHOTO RECONNAISSANCE

For

MATANUSKA-SUSITNA BOROUGH
ENGINEERING DEPARTMENT
Box E
Palmer, Alaska 99645

By

DOLLERHIDE-DeCAMP-BROWN
ENGINEERING AND SURVEYING CONSULTANTS
P.O. Box 1120
Wasilla, Alaska 99687
Phone 376-3206

BARTLETT HILLS AGRICULTURE
ROAD SYSTEM
AIR PHOTO RECONNAISSANCE

I. PROJECT BACKGROUND

The Bartlett Hills Agriculture project was undertaken by the State of Alaska as a land disposal program designed to promote agricultural development of certain lands. This project comprises several thousand acres of land and is spread in basically a north-south direction for a distance of approximately ten miles. The agriculture parcels are located from the Bartlett Hills on the north to the Montana Creek area on the south; all of which is roughly parallel to and four miles east of the Talkeetna Highway.

In addition to the agricultural land, the State has also developed several small tract (five acres) subdivisions in which parcels have been disposed to the public. These subdivisions are interspersed with the larger agricultural parcels.

None of the above disposal programs provided funds for road construction either within the project areas or for access roads. We are thus beginning to see a demand for roads in this area for both commercial and private uses. The State has platted rights-of-way and road corridors throughout this area and a few property owners are beginning to construct minimal roads for their own access.

II. PROJECT SCOPE

At this time there exists quite a variety of roads and rights-of-way in the project area. There are some access roads that will meet Borough Subdivision Requirements, some that are barely driveable as a one-lane cat trail, and most have no construction at all. There are rights-of-way connecting the agricultural tracts, rights-of-way within the small parcel subdivision and a road corridor three hundred feet wide through which a final right-of-way will be selected. These rights-of-way have various stages of road construction as noted above.

The scope of this project is threefold:

1. Catalog the existing rights-of-way, road construction, and parcels needing access.

2. Analysis of existing conditions and recommendation of routes for road construction after examining alternate routes.
3. Provide cost estimates for the road construction alternatives.

III. EXISTING ROADS AND RIGHTS-OF-WAY

Several roads have been constructed at various locations that provide access to the agriculture and subdivision projects. These roads have mostly been privately constructed and vary considerably as to their quality. The attached map entitled "Bartlett Hills Agriculture Project Road System" shows in detail the road construction and rights-of-way that exist in the area.

The following roads have been constructed:

- A. Montana Creek Road. This road begins at the Montana Creek Lodge and generally parallels Montana Creek on the south and ends at the section corner common to Sections 33, 34, 27 and 28, T.24N., R.4W., S.M.. The road length is approximately 3.6 miles. The last 1.5 miles is built to Collector Standards and the initial 2.1 miles almost meets residential standards. This road could be extended 2 miles to the east and would then connect to a State Subdivision, A.S.L.S. 79-143. Part of the Montana Creek Road goes south to access land in Section 3, T.23N., R.4W., S.M.
- B. Yoder Road. This road begins at the Parks Highway near the northwest corner of Section 16, T.24N., R.4W., S.M. and continues east across Montana Creek. After crossing Montana Creek, the road continues along the south bank of the south fork of Montana Creek for several miles up into the foothills where it disintegrates into an ATV trail. The first mile of road would meet Access Standards and thereafter it is well below Access Standards. A bridge has been constructed over Montana Creek, but this structure is not adequate in that it washes out periodically. It is built of logs and timber planks and is a minimal structure in terms of a bridge. There are two side channel crossings Yoder Road makes just prior to the bridge and these could be accomplished with adequate culverts. After crossing Montana Creek, Yoder Road provides access to an agriculture tract and the north portion of the State Subdivision, A.S.L.S. 79-143.

- ~~FAIRBANKS~~
TALKEETNA
- C. Moose Meadows Access. This road begins on the ~~FAIRBANKS~~ Highway a half mile north of Yoder Road and provides access to Moose Meadows Subdivision. At its terminus it connects to the South Answer Creek Road (not constructed) which provides access to several agriculture tracts. This access to Moose Meadows could provide a loop access to the ~~FAIRBANKS~~ Highway near Talkeetna through the South Answer Creek Road, the Mastadon Road Corridor, and the Comsat Road. Road grades here will require some special consideration in there are two 12% to 15% grades. These generally exist over 300 feet in length such that any upgrading would necessitate some substantial cuts and fills.
- D. Question Lake Road. This road begins in Section 30, T.25N., R.4W., S.M. at the ~~FAIRBANKS~~ Highway and runs 2.5 miles east just north of Question Lake. Question Lake Road exists to Access Standards but does have some serious grade problems that would have to be dealt with in any upgrading work. There are three places with grades in the 10% to 12% range and these grades extend through at least 200 feet of road length. One additional area contains grades in the range of 20% to 25% and this is over a 400 foot length of road. These excessive grades will present some problems in any upgrading, but will not be insurmountable. The Question Lake Road could provide a loop access with the ~~FAIRBANKS~~ Highway via the South Birch Creek Road, the Mastadon Road Corridor and the Comsat Road.
- E. Mastadon Road Corridor. This 500 foot wide road corridor begins at the Comsat Road near Christianson Lake, on the north, and extends through the Bartlett Hills area to connect to the South Answer Creek Road at its southern terminus. Much of this road has not been constructed. That portion which has been built begins at the South Birch Creek Road and extends some 4.5 miles north to Section 2, T.25N., R.4W., S.M.. This section is generally a one-lane trail that would not meet Access Standards. This corridor provides the main part of any loop system connecting the Talkeetna area with the agriculture tracts to the south.
- F. Proposed Anchorage-Fairbanks Power Intertie. The proposed Anchorage-Fairbanks Power Intertie right-of-way is currently planned to traverse this general area. Because this project is still in the planning and design stages, it would be premature to predict the impact of this project on proposed road construction in this area. In our opinion, construction of quality roads into this area could only aid in the future construction of public improvements of any kind.

IV. SOILS AND BORROW SOURCES

The main source of soils information is the Susitna Valley Area Soil Survey published by the Soil Conservation Service and the University of Alaska Institute of Agricultural Sciences. This report contains maps showing the soil types over the entire study area and is therefore an important tool in evaluating the soil conditions.

Generally, the soils in this area are excellent for road construction. About 90% of the existing and proposed road is in the rabideaux (Ra) soils series, which is a gravelly material. Past experience has shown this gravel will meet Borough standards for road material. There will be a few places where less than adequate materials will be encountered but these are relatively insignificant and do not pose any construction problems.

The good quality of materials is further confirmed by examination of cut banks along the existing roadways and by talking with the builder of the few miles of Mastadon Road that was recently constructed. There will be few restrictions on borrow sources as good gravel can be expected along most of the routes. It is anticipated that a good part of the borrow for the roads can be achieved through the balancing of cuts and fills of the road construction. Any additional sources should be readily available.

V. BRIDGE REQUIREMENTS

There are two stream crossings in the study area that require bridge structures. The first and most significant is the crossing of Montana Creek by Yoder Road. A timber structure exists here now but it has had recent problems of washing out and needs to be replaced with a concrete structure. The estimated cost of a bridge structure at this location is \$800,000 and this cost has been included in the cost estimates for Yoder Road shown later in this study. It is anticipated a concrete structure would be utilized that would span 75 feet with upstream riprap being required. There are presently two smaller structures just prior to the main channel of Montana Creek and these could be culverted. The second crossing occurs where Mastadon Road crosses Answer Creek. This would be a significantly smaller structure and its estimated cost is \$300,000.

It is anticipated that all other water crossings can be made with culverts at relatively minor costs. When considering the various road systems in the study area, it is fortunate there are only two stream crossings involved and their costs are not significant compared to the overall road development.

VI. LOGICAL LOOP ROAD SYSTEMS

As the objective of this reconnaissance has been to consider primary collector access for the Bartlett Hills Agriculture Project, we are only considering major existing access roads and platted rights-of-way that would provide general thoroughfare to the bulk of the agricultural parcels and connection points to the small tract subdivisions in the area. Along with this, evaluation of other factors such

as topography, existing access road construction, potential major stream crossing structures, Larson Lake access plans and priority based on need have yielded several possible loop road systems into and through the general area. To simplify discussion of these alternatives, the following are the general names and descriptions of the alternates:

"A" ALTERNATIVE

North Mastadon Road - South Birch Creek - Question Lake Loop

Begins on the north at the Bartlett Hills Earth Station Road near Christianson Lake and runs generally east to a point some two miles westerly of Larson Lake along an existing platted right-of-way. The route then runs southerly along a platted right-of-way to South Birch Creek Road, then turns westerly and runs out to the Talkeetna Highway. The southerly portion of this route is constructed to low Access Standards from Section 2, T.15N., R.4W., S.M. back out to the Talkeetna Highway. Total length is approximately 13.5 miles with 8.25 miles of existing constructed access and 5.25 miles without construction.

"B" ALTERNATIVE

Question Lake - South Birch Creek - Mastadon Road - South Answer Creek - Moose Meadows - Benka Lake Loop

Begins on the north at the Talkeetna Highway near Question Lake and runs generally easterly to the Mastadon Road right-of-way; then turns southerly through the Mastadon Road, South Answer Creek Road, and Moose Meadows rights-of-way to a point just northerly of Benka Lake; then runs generally west and south to the Talkeetna Highway near the Sunshine Lakes. The Question Lake, South Birch Creek Road, Moose Meadows and Benka Lake portions of this loop are presently constructed to minimal Access Standards. Total length is approximately 8.75 miles including 6.25 miles to minimal Access Standards and 2.5 miles without construction. Approximately 4.25 miles are included in the "A" Alternative.

"C" ALTERNATIVE

Yoder Road - West Montana Creek Road Right-of-Way - Existing Montana Creek Road Loop

Begins on the north at the Talkeetna Highway near Sunshine Lakes and runs generally east to West Montana Creek Road

Right-of-Way in Tract D of A.S.L.S. 79-143; then turns southerly and runs to the south end of Tract D; then runs generally south and west to the Parks Highway near the Montana Creek Bridge. The Yoder Road portion is constructed to minimal Access Standards and has a major crossing of Montana Creek. The existing Montana Creek Road portion is constructed to varying standards, including some portions that exist to Collector Standards. Total length of this loop is approximately 11.75 miles including 6.75 miles of existing construction and 5 miles without construction. The West Montana Creek Road portion appears to have some clearing in progress.

The two northerly Alternates ("A" and "B"), once completed, would connect in that Question Lake Road and South Birch Creek Road are common to both loops. The southerly Alternate "C" would be an independent loop unless a connection was made between Moose Meadows Subdivision and Yoder Road in the vicinity of Section 10, T.24N., R.4W., S.M.. This connection, at this point in time, does not appear to serve as necessary access to the agricultural or subdivision parcels, thus is considered extraneous to this discussion except to say it is a future alternate if the need arise to connect all three alternate loop systems.

VII. RECOMMENDATIONS

In summary, our recommendations would be as follows:

Phase I - Alternate "A" - Priority 1

Construct Mastadon Road Corridor from the Comsat Road to link up existing access construction from the south to Collector Standard. Improve the existing access road construction to Collector Standard in its entirety out to the Talkeetna Highway. This would accomplish two basic goals:

1. Provide a basic collector that accesses the bulk of the agricultural parcels in the Bartlett Hills Project as well as a connection point for residential systems that will be associated with the small tract subdivisions in the area.
2. Provide a logical "jumping-off" point for access to Matanuska-Susitna Borough land on Larson Lake which would require less construction than a separate road from Talkeetna to Larson Lake.

Phase II - Alternate "B" - Priority 2

Construct Mastadon Road and a portion of South Answer Creek Road southerly from South Birch Creek Road to Moose Meadows Subdivision to Collector Standards. Improve existing construction from Moose Meadows through Benka Lake Subdivision out to the Talkeetna Highway to collector standards.

Phase III - Alternate "C" - Priority 3

Improve existing Yoder Road out to West Montana Creek Road to Collector Standards. This would require a major stream crossing structure and culverts over Montana Creek and its branches.

Phase IV - Alternate "C" - Priority 4

Construct West Montana Creek Road through Tract B, A.S.L.S. 79-143 and westerly to connect with the existing Montana Creek Road to Collector Standard.

Phase V - Alternate "C" - Priority 5

Improve some portions of the existing Montana Creek Road such that its entire length is to Collector Standard.

VIII. COST ESTIMATES

Estimates for the recommended alternatives are shown below. The costs include all construction necessary to bring each alternative to Collector Standards. Note there are some common roads in Loop Alternates "A" and "B" and each loop is estimated as if it were constructed separately. This is done since there is no way of knowing which loop will be built first. Estimates are made for 1982 construction so that construction in later years will require some increases.

Construction Costs:

Alternate Loop "A"

5.25 miles Mastadon (new)	\$ 471,240.00
4.25 miles Mastadon (upgrade)	525,580.00
1.25 miles South Birch Creek Rd. (upgrade)	95,700.00
2.5 miles Question Lake Rd. (upgrade)	155,600.00
Engineering Design & Supervision	<u>205,000.00</u>
TOTAL COST	\$1,232,920.00

Alternate Loop "B"

2.5 miles Question Lake Rd. (upgrade)	135,600.00
1.25 miles South Birch Creek Rd. (upgrade)	95,700.00
1.5 miles Mastadon Road (new)	134,640.00
1.0 miles South Answer Creek Rd. (new)	89,760.00
2.5 miles Moose Meadows Access	152,000.00
Engineering Design & Supervision	118,000.00
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TOTAL ROAD COST	705,700.00
Bridge Structure - Answer Creek	300,000.00
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TOTAL COST	\$1,005,700.00

Alternate "C"

5 mile. Under Road (upgrade)	158,400.00
2.75 mi. s W. Montana Creek Rd. (new)	246,840.00
3.75 miles Montana Creek Rd. (upgrade)	42,240.00
2.25 miles Montana Creek Rd. (new)	201,960.00
Engineering Design & Supervision	130,000.00
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TOTAL ROAD COST	\$779,440.00
Bridge Structure - Montana Creek	300,000.00
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TOTAL COST	\$1,579,440.00

N. SUMMARY

A reconnaissance project of this scope presents a multitude of variables and possible alternatives. There are some twenty miles of existing roads in the study area that are considered in the various alternatives. These roads have been constructed to varying standards from one-lane trails to Collector Standards.

In examining the existing and potential demand for roads here, it is likely that over a period of, say 15 years, virtually all the rights-of-way in the area will see some road construction. The value in this study will then be the evaluation and recommendation of a priority system that will provide the best access for a given expenditure as funds for construction become available. As noted in our recommendations, we feel the loop system approach is more beneficial than dividing funds between various individual roads on a piecemeal basis. Alternate Loop "A" is recommended because of the large number of parcels it will access and because it will also provide much of the access to Larson Lake (which is the subject of another reconnaissance study). The succeeding order of our recommendations are based on providing access to the greatest number of parcels. It is certainly reasonable to consider other

alternatives and/or priorities depending on the political evaluation of need and changing development patterns.

References:

1. Map of Existing Roads and Rights-of-Way
2. Aerial Photography of October 1981 - General Area

F. R. Dollerhide

F. R. Dollerhide, P.E.

DOLLERHIDE-DeCAMP-BROWN
P. O. Box 1120
Wasilla, Alaska 99687

