

S B

3 9

BACKUP MATERIAL FOR SB 39

"An Act making a special appropriation to the Department of Transportation and Public Facilities for various construction projects in the Totchaket Resource area".

With an overview of prior work completed with regards to Nenana - Totchaket Agricultural Project.

Compiled by:
Steve Bainbridge
City of Nenana
January 1985

Funding Information
General Fund \$5,630,000
Other Funds -0-
\$5,630,000

1 IN THE SENATE

RY COGHILL

2 SENATE BILL NO. 39

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH 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 various construction projects in the Totchaket re-
9 source area; and providing for an effective date."

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

11 * Section 1. The sum of \$5,630,000 is appropriated from the general
12 fund to the Department of Transportation and Public Facilities for the
13 following construction projects in the Totchaket resource area:

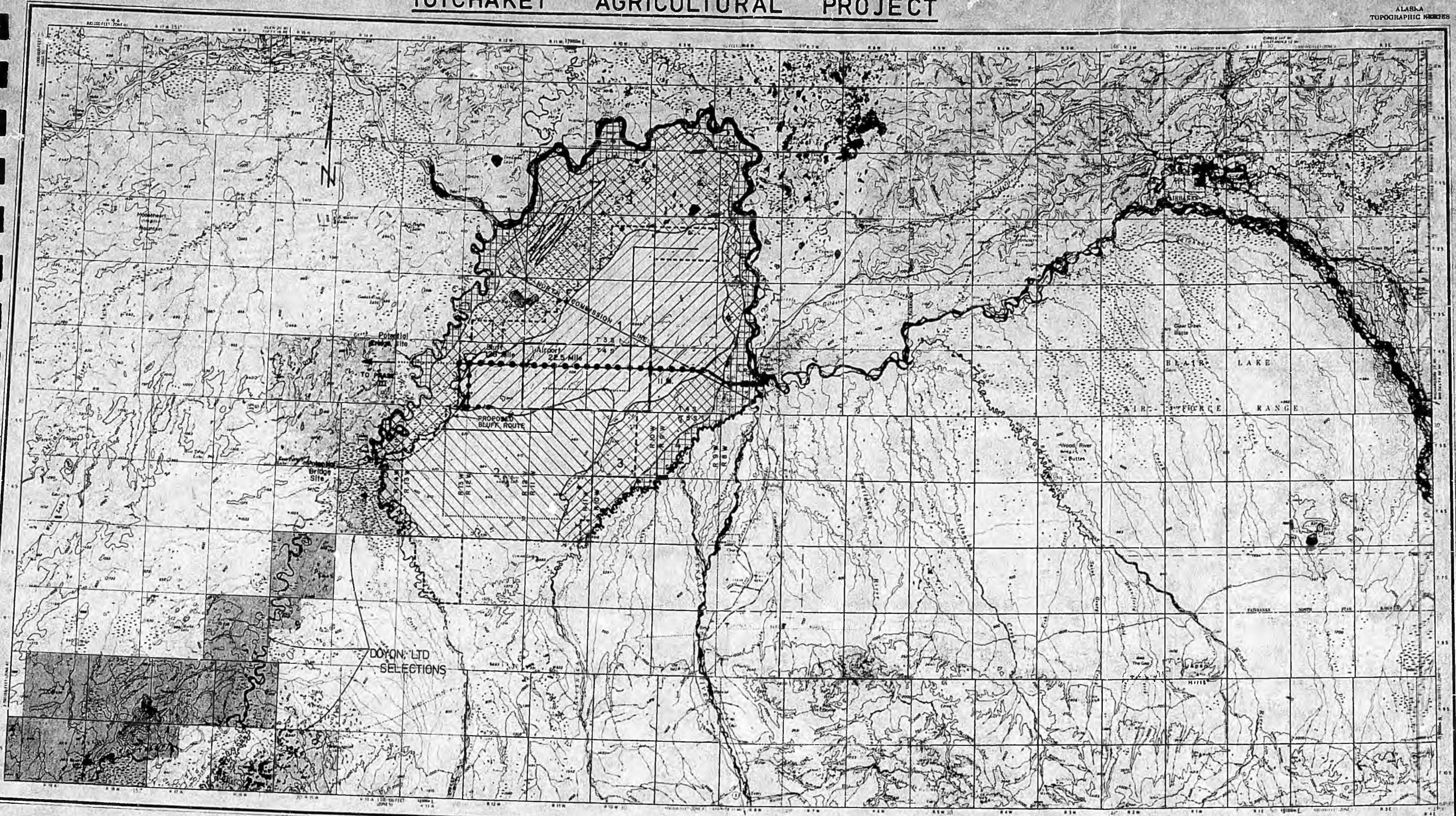
14	Nenana River Bridge	\$3,000,000
15	East Middle River, West Middle River,	
16	and Little Nenana River Bridges	1,600,000
17	Road construction	1,030,000

18 * Sec. 2. The appropriation made by this Act is for capital projects
19 and is subject to AS 35.15.080, 35.15.090, and AS 37.25.020.





20 * Sec. 3. This Act takes effect July 1, 1985.

TOTCHAKET AGRICULTURAL PROJECT

ALASKA
TOPOGRAPHIC SERIES

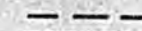








MAP UNITS

-  NENANA-VOKEMAR: DEEP, NEARLY LEVEL TO STRONGLY SLOPING, WELL DRAINED AND MODERATELY WELL DRAINED, SILTY SOILS, ON OUTWASH PLAINS.
-  TELAHNA-SKALKE-NENANA: DEEP, NEARLY LEVEL TO STEEP, WELL DRAINED TO EXCESSIVELY DRAINED; SILTY SOILS THAT ARE UNDERLAIN BY SAND, ON OUTWASH PLAINS.
-  GOLDSTREAM-SOLJO-KANTISHNA: SHALLOW TO DEEP, NEARLY LEVEL, POORLY DRAINED, SILTY SOILS AND VERY POORLY DRAINED PEAT SOILS, ON BROAD ALLUVIAL PLAINS.
-  TANANA-TOTCHAKET: MODERATELY DEEP AND DEEP, NEARLY LEVEL, WELL DRAINED AND SOMEWHAT POORLY DRAINED, SILTY SOILS AND VERY FINE SANDY LOAMS, ON FLOOD PLAINS.

GENERAL SOIL MAP

LEGEND

-  PHASE I - 46,000 ACRES
-  PHASE II - 254,000 ACRES
-  ARTERIAL ROADS
-  COLLECTOR ROADS
-  PROPOSED BLUFF ROUTE
-  SURVEY CORNERS ON ROUTE
-  DENOTES DOYON, LTD. SELECTIONS

Note: Information from U.S.G.S. Fairbanks and Kantishna Quadrangles / U.S.D.A. Soil Conservation Service / University of Alaska. Map updated 3/83

— PREPARED FOR —
THE CITY OF NENANA
PROJECT AG-83-110
GENERAL SOIL MAP

PREPARED BY:

KALJENCO, INC.
S.R. 10113
FAIRBANKS, AK 99705

DRAWN BY:
K. FINKEL

SCALE: 1" = 5.98 Miles
1:280,000

DATE: 5/29/88
FILE NO: 88-04



Peratrovich, Nottingham & Drage, Inc.

Engineering Consultants

Telex 090 26438
Int. Telex 200 26436

1506 West 36th Avenue • Suite 101 • Anchorage, Alaska 99503 • 907-561-1011

January 25, 1985

PN&D 81059

Mr. Steve Bainbridge
City Engineer
City of Nenana
P.O. Box 177
Nenana, Alaska 99760

Re: Updated Cost and Schedule for Nenana River Bridge

Dear Steve:

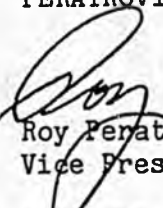
Per your request we have reviewed our 1981 cost estimates and have revised our costs accordingly.

There has been no major increases in construction costs as we had projected in 1981, consequently we feel you can still build the bridge and approaches for \$4.8 million using standard linear contracting techniques. This estimate includes all construction costs, engineering and administration and assumes construction beginning in September, 1985 and ending by July, 1987.

However, by using the same techniques that were so successfully utilized in constructing the Tanana River Bulkhead, wherein we participated jointly with the City of Nenana in the construction management of the project, we feel the bridge can be constructed for \$3,000,000.

Sincerely,

PERATROVICH, NOTTINGHAM & DRAGE, INC.


Roy Peratrovich, Jr., P.E.
Vice President

RPV/jk/L4

Enclosure

Funding Request: Nenana River Bridge Crossing

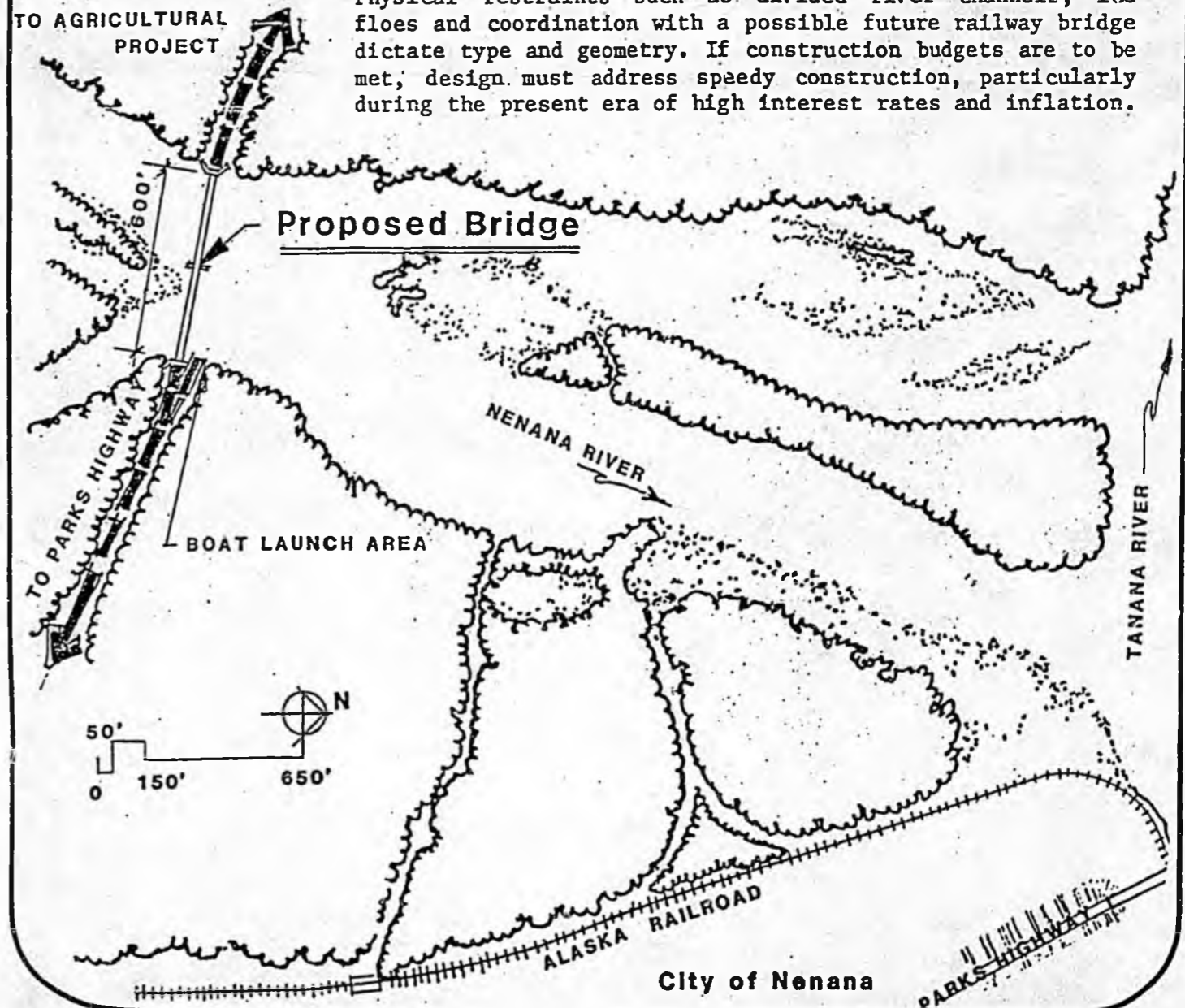
CITY OF NENANA RESOURCE
DEVELOPMENT PROJECT

INTRODUCTION

Present access to Nenana Agricultural Development is limited by a bridge crossing required over the Nenana River near Nenana. The Nenana River is over 500 ft. wide at its narrowest point, posing a significant obstacle requiring a coordinated effort to economically bridge. It is at this point that the proposed bridge is to be located.

Physical restraints such as divided river channels, ice floes and coordination with a possible future railway bridge dictate type and geometry. If construction budgets are to be met, design must address speedy construction, particularly during the present era of high interest rates and inflation.

TO AGRICULTURAL
PROJECT



CITY OF NENANA



JOHN COGHILL, MAYOR

STEVE BAINBRIDGE, CITY ENGINEER

prepared by:



Peratrovich, Nottingham & Drage, Inc.

Engineering Consultants

Telex 090 26436
Int. Telex 200 26436

1506 West 36th Avenue • Suite 101 • Anchorage, Alaska 99503 • 907-561-1011

JANUARY 1985

City of Nenana

THOMAS
&
ASSOCIATES

Box 80783
Fairbanks, AK 99708
(907) 479 4972

January 25, 1985

Mr. Steve Bainbridge
City of Nenana
P.O. Box 117
Nenana, Alaska 99706

Re: East Middle River Crossing,
West Middle River Crossing,
Little Nenana River Crossing

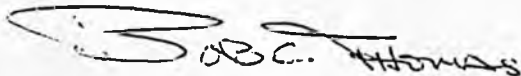
Dear Mr. Bainbridge:

The structures for the subject streams were designed several years ago and have been shelved pending funding. At the time I was a principal of Alaska Transportation Consultants, Inc. and was involved in the original design.

All of the subject bridges are similar in construction type, dimensions and foundation conditions. They are single span, concrete and steel bridges sitting on steel piling and will have a total of approximately 12,800 ft² of deck area. I have included attachments showing important details for these bridges.

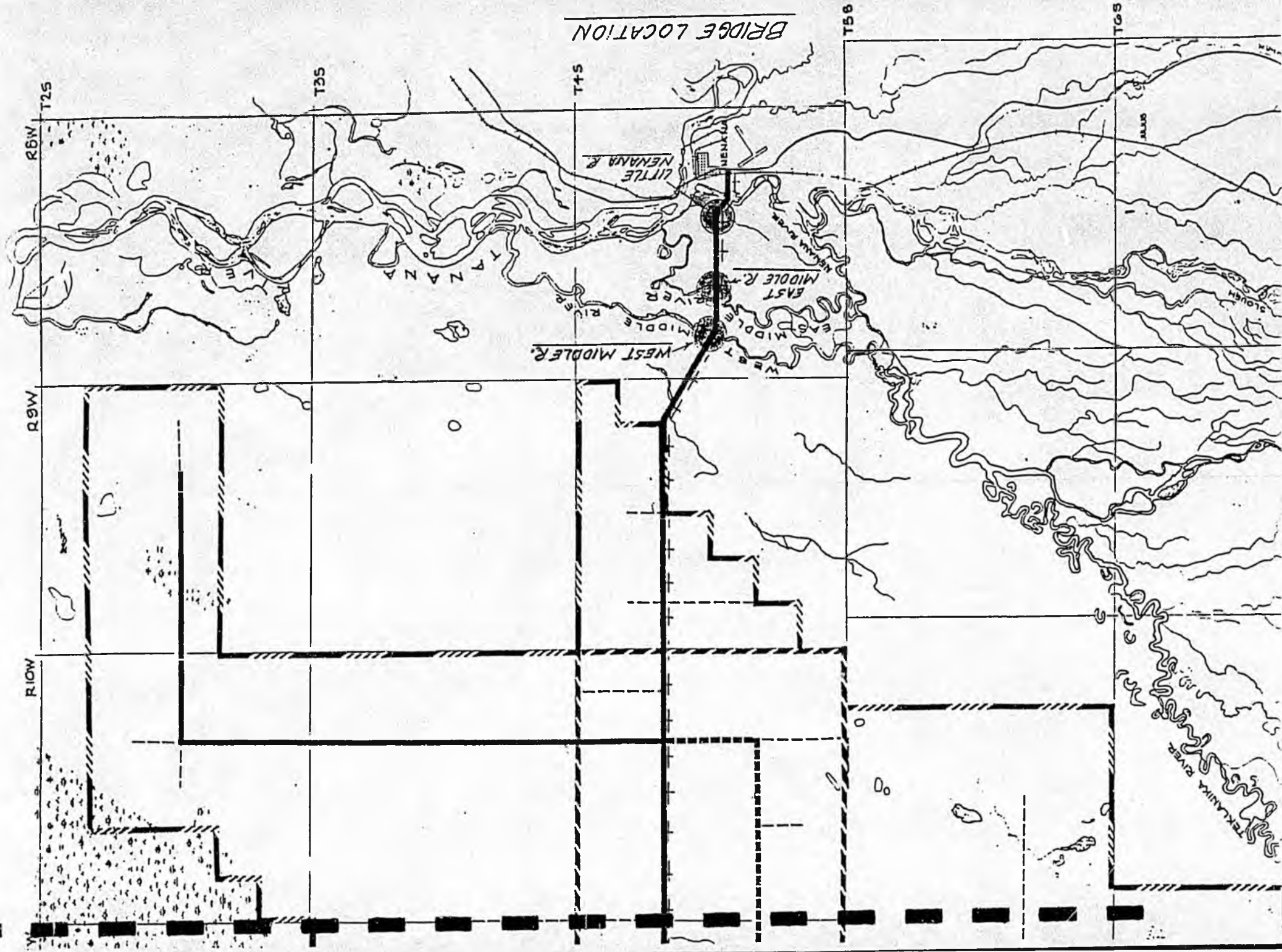
I have compared recent bridge construction costs as experienced by the DOTPF with the proposed budget of 1.6 million dollars for the subject bridges. Current DOTPF bridge costs range between \$120 and \$150 per ft². Based upon 120 ft², an updated estimate is \$1,540,000 for the three bridges with an additional \$60,000 for approaches and contingencies.

Sincerely,



Bob C. Thomas P.E.

Enclosures



BRIDGE LOCATION

T45

T58

T65

R6W T25

T35

R9W

R10W

WEST MIDDLE R.

EAST MIDDLE R.

LITTLE NENANA R.

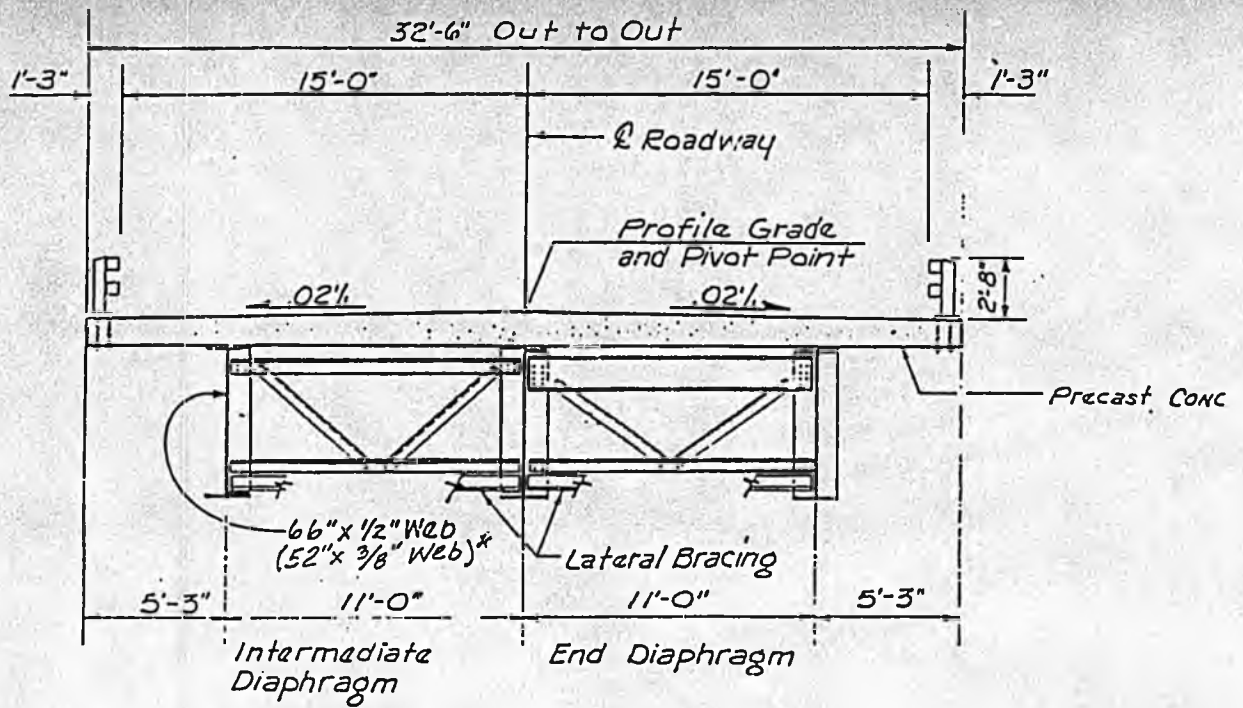
TEKLANIKA RIVER

ALJUS

TANANA

KIKUK RIVER

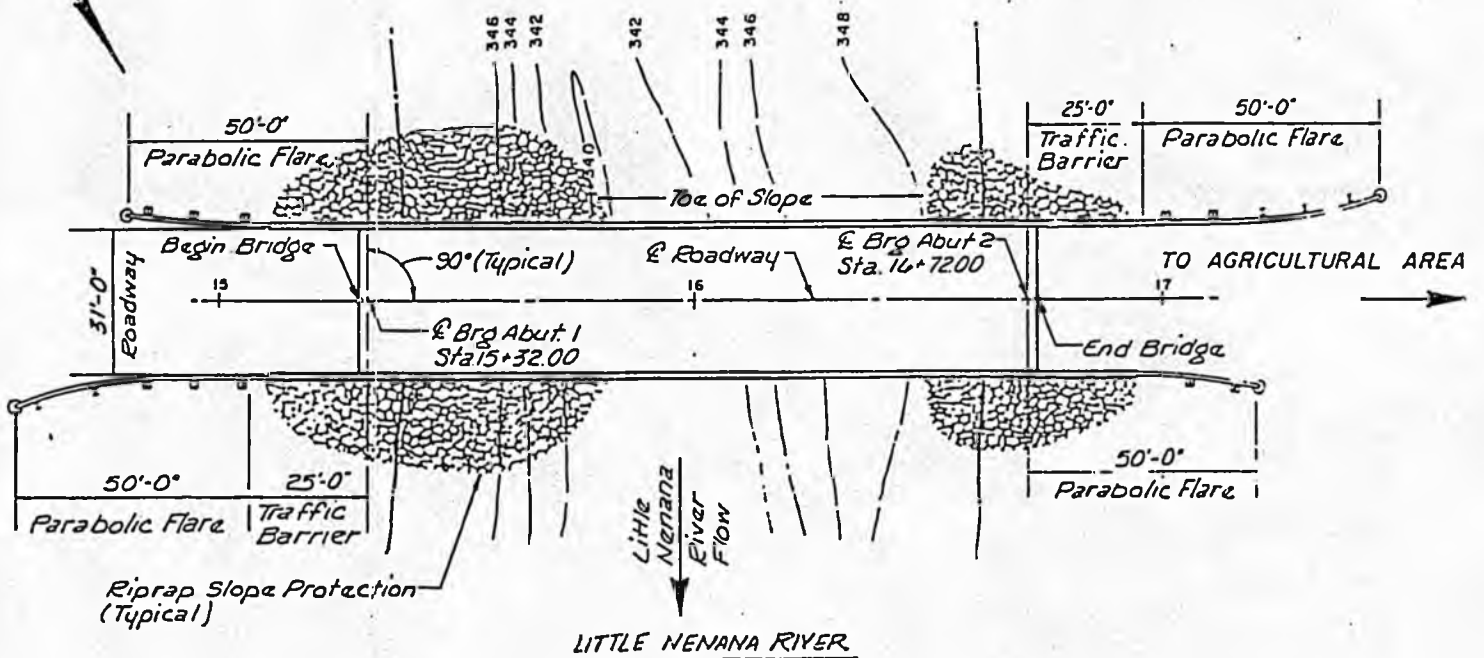
SLOUGH

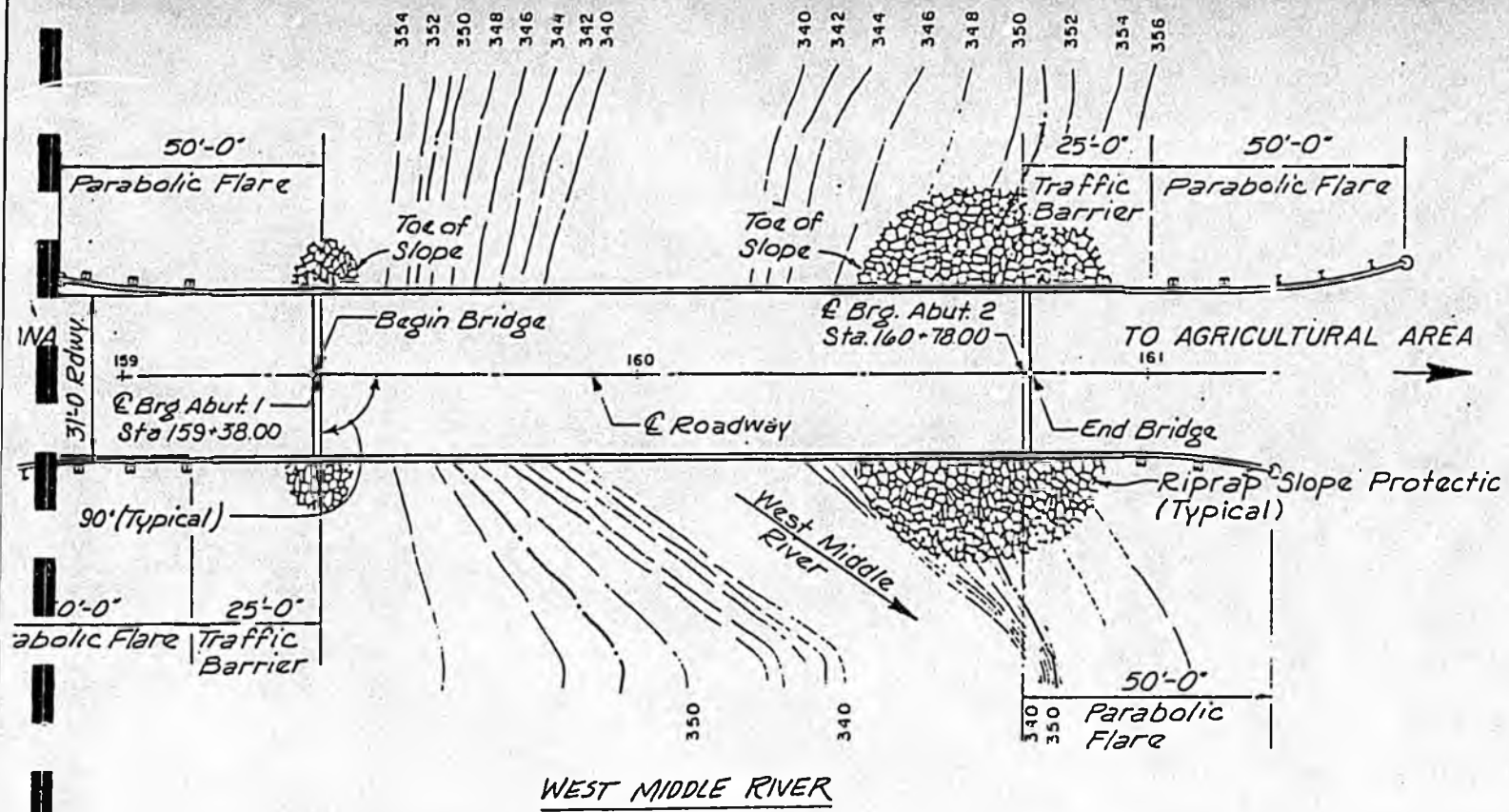


* East Middle R.

TYPICAL SECTION

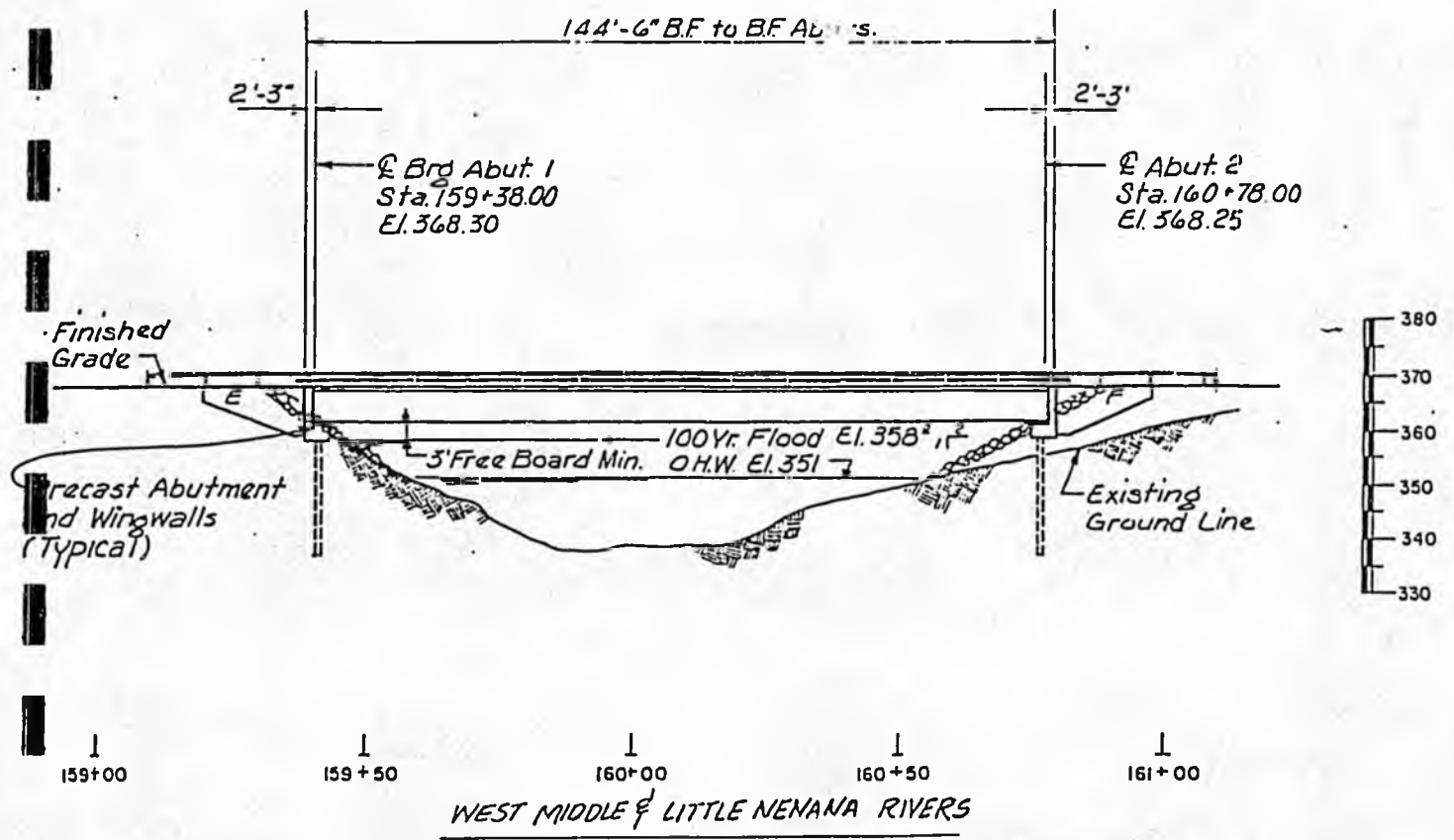
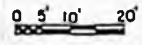
ALL BRIDGES





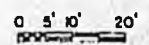
WEST MIDDLE RIVER

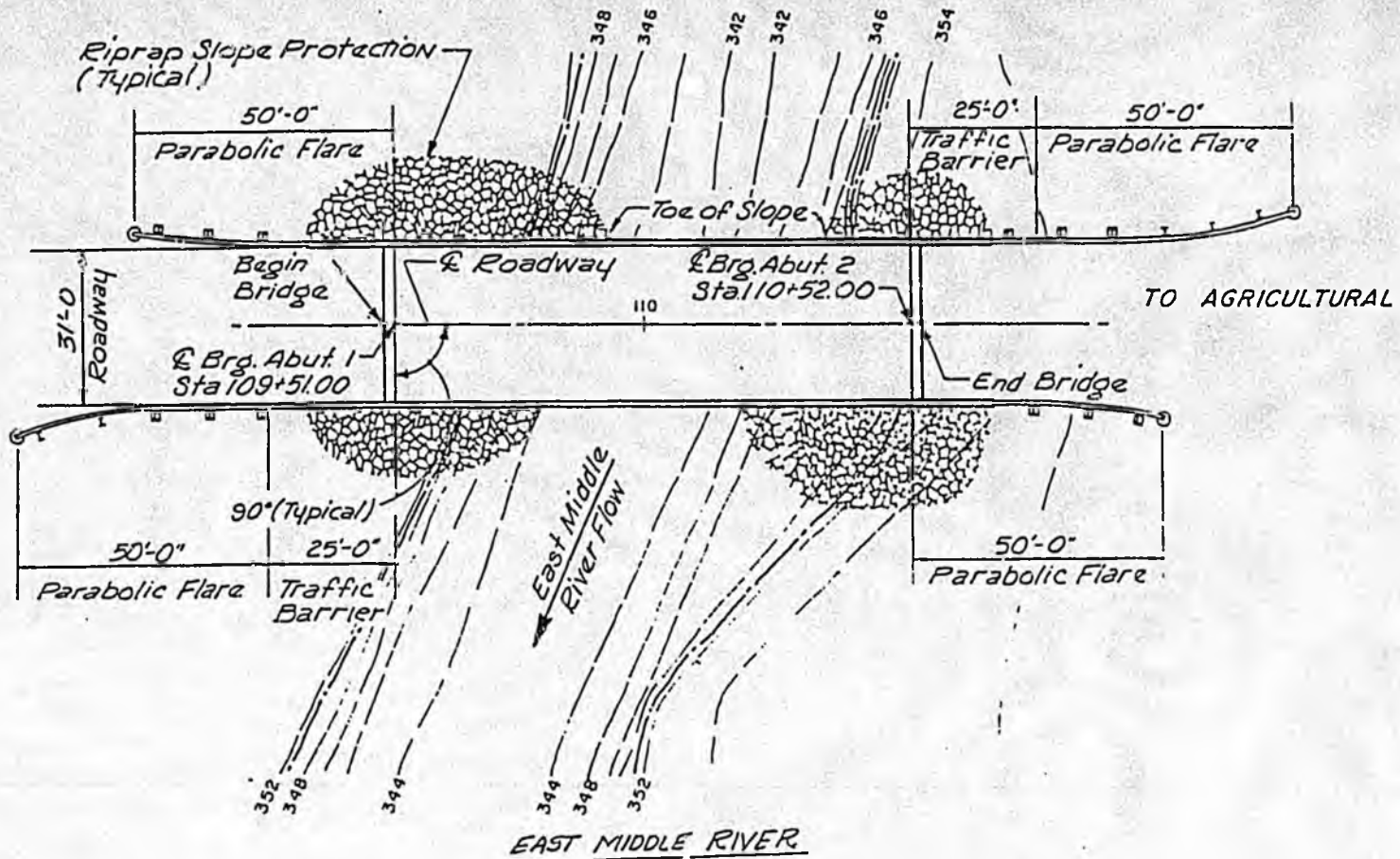
PLAN



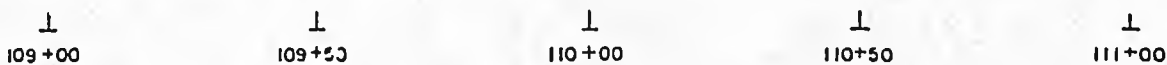
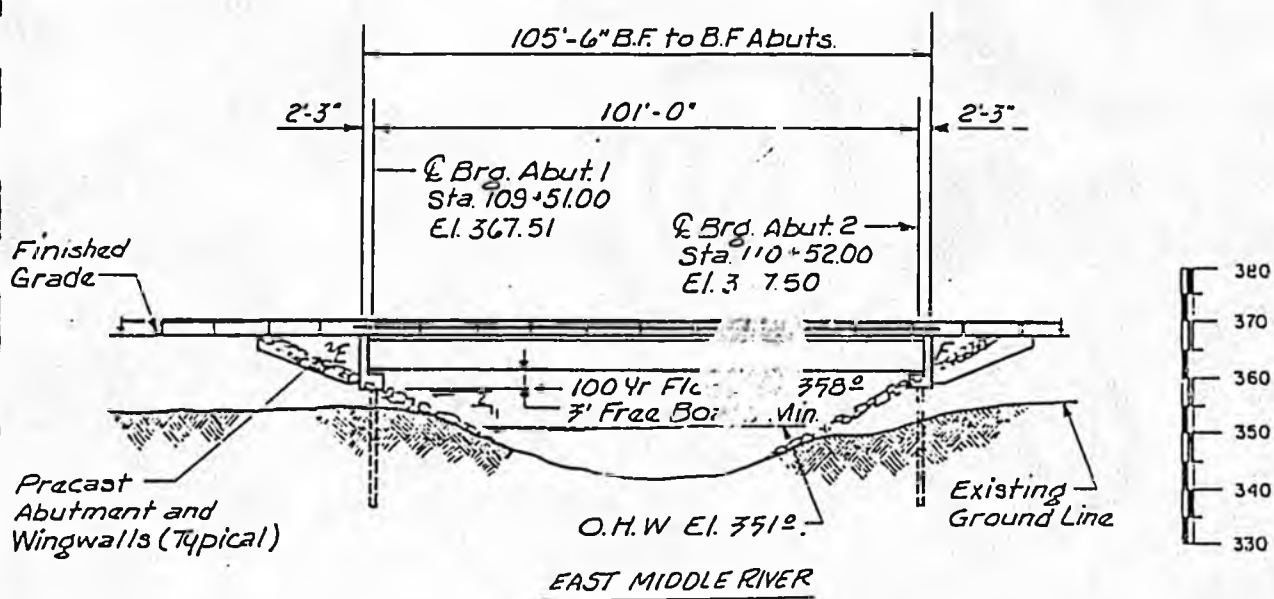
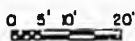
ELEVATION

B.F. - Back Face
O.H.W. - Ordinary High Water

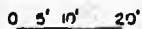




PLAN



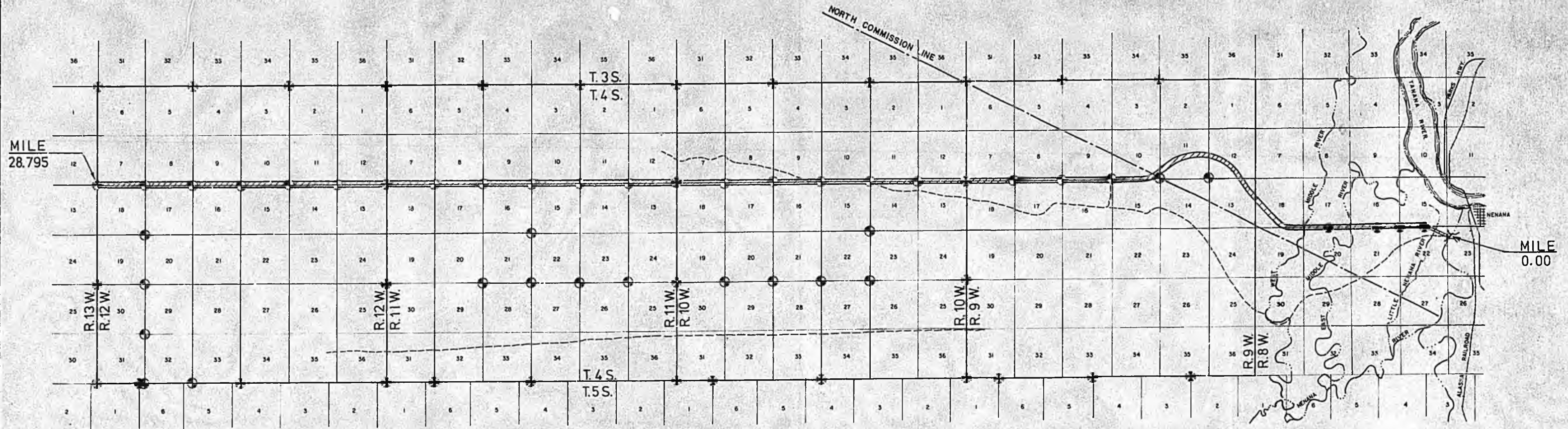
ELEVATION



B.F. - Back Face
O.H.W. - Ordinary High Water

ACREAGE SUMMARY

TOWNSHIP & RANGE	STATE OF ALASKA	UNIVERSITY OF ALASKA	CITY OF NENANA	SUB-TOTAL
T. 4 S. R. 8 W.	235.51		6.92	242.43
T. 4 S. R. 9 W.	345.07	52.20		398.07
T. 4 S. R. 10 W.	362.91			362.91
T. 4 S. R. 11 W.	362.63			362.63
T. 4 S. R. 12 W.	362.88			362.88
TOTAL	1669.80	52.20	6.92	1728.92 ACRES



NOTES

- FOR CORNER ACCESSORIES IN T. 4 S., R. 8 W., F.M. SEE TABLE ON SHEET 2.
- FOR CORNER ACCESSORIES IN T. 4 S., R. 9 W., T. 4 S., R. 10 W., AND T. 4 S., R. 11 W., F.M., SEE SUPPLEMENTAL CADASTRAL SURVEY OF THOSE TOWNSHIPS DATED AUGUST 5, 1981.
- FOR CORNER ACCESSORIES IN A PORTION OF T. 4 S., R. 11 W., AND T. 4 S., R. 12 W., SEE ALASKA STATE CADASTRAL SURVEY PLATS OF THOSE TOWNSHIPS DATED APRIL 1983.
- ALL BEARINGS ARE ALASKA STATE PLANE ZONE FOUR (1927 NAD).

SURVEYOR'S CERTIFICATE

I, PATRICK H. KALEN, HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT.

DATE: May 30, 1984

REGISTRATION NUMBER: 4603-S



Patrick H. Kalen
PATRICK H. KALEN R.L.S.

LEGEND

- ✦ GLO MONUMENT OF RECORD
- ⊙ DNR MONUMENT OF RECORD
- CAT TRAILS

DATE OF SURVEY Beginning <u>NOV. 1983</u> Ending <u>MAY 1984</u>	KALJENCO, INC. 1041 CHENA RIDGE ROAD FAIRBANKS, ALASKA 99701 479-2628
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CITY OF NENANA
P.O. BOX 70
NENANA, ALASKA 99760

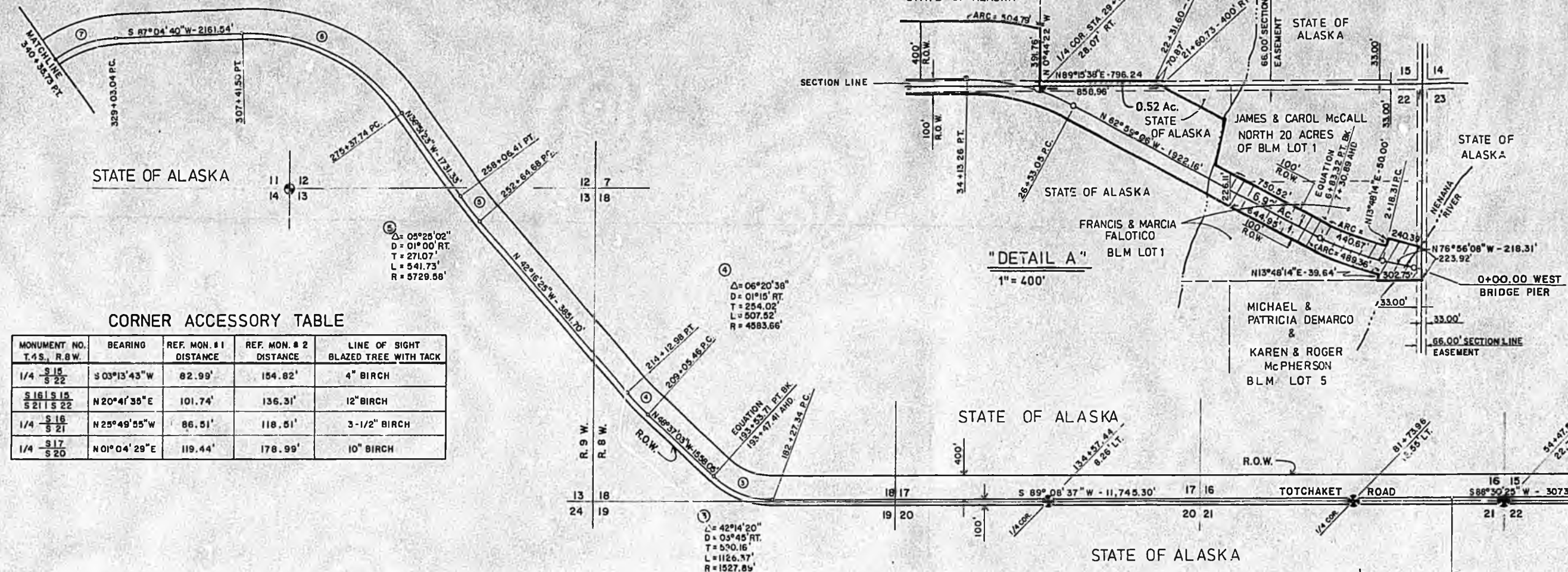
**TOTCHAKET ROAD
RIGHT OF WAY PLAT**

DRAWN BY N. JORDAN DATE <u>5/84</u>	APPROVAL RECOMMENDED
SCALE: 1" = 1 MILE	CHECKED <i>PJ</i> 7/84
	FILE NO. 83-45

⑦ Δ = 33°58'51"
D = 03°00' LT.
T = 583.55'
L = 1132.70'
R = 1909.86'

⑥ Δ = 56°03'57"
D = 01°48' LT.
T = 1743.25'
L = 3203.76'
R = 3274.05'

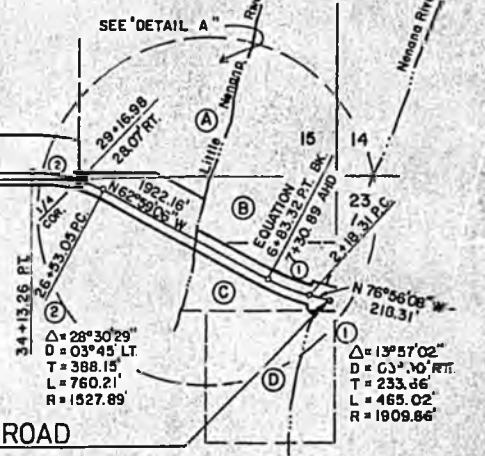
STATE OF ALASKA



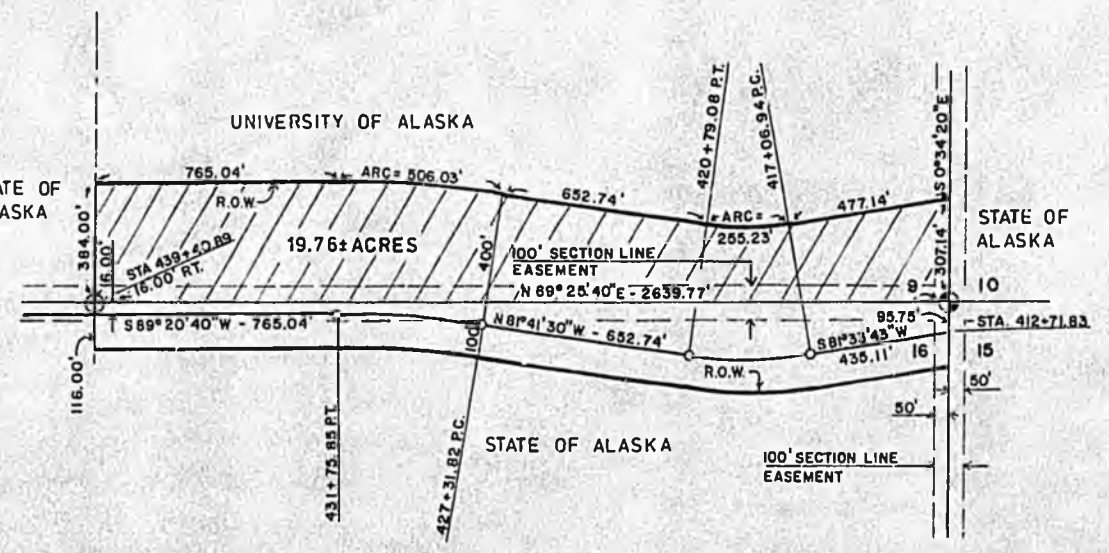
CORNER ACCESSORY TABLE

MONUMENT NO. T. 1 S., R. 8 W.	BEARING	REF. MON. # 1 DISTANCE	REF. MON. # 2 DISTANCE	LINE OF SIGHT BLAZED TREE WITH TACK
1/4 S 15 S 22	S 03°13'43"W	82.99'	154.82'	4" BIRCH
S 16 S 15 S 21	N 20°41'35"E	101.74'	136.31'	12" BIRCH
1/4 S 16 S 21	N 25°49'55"W	86.51'	118.51'	3-1/2" BIRCH
1/4 S 17 S 20	N 01°04'29"E	119.44'	178.99'	10" BIRCH

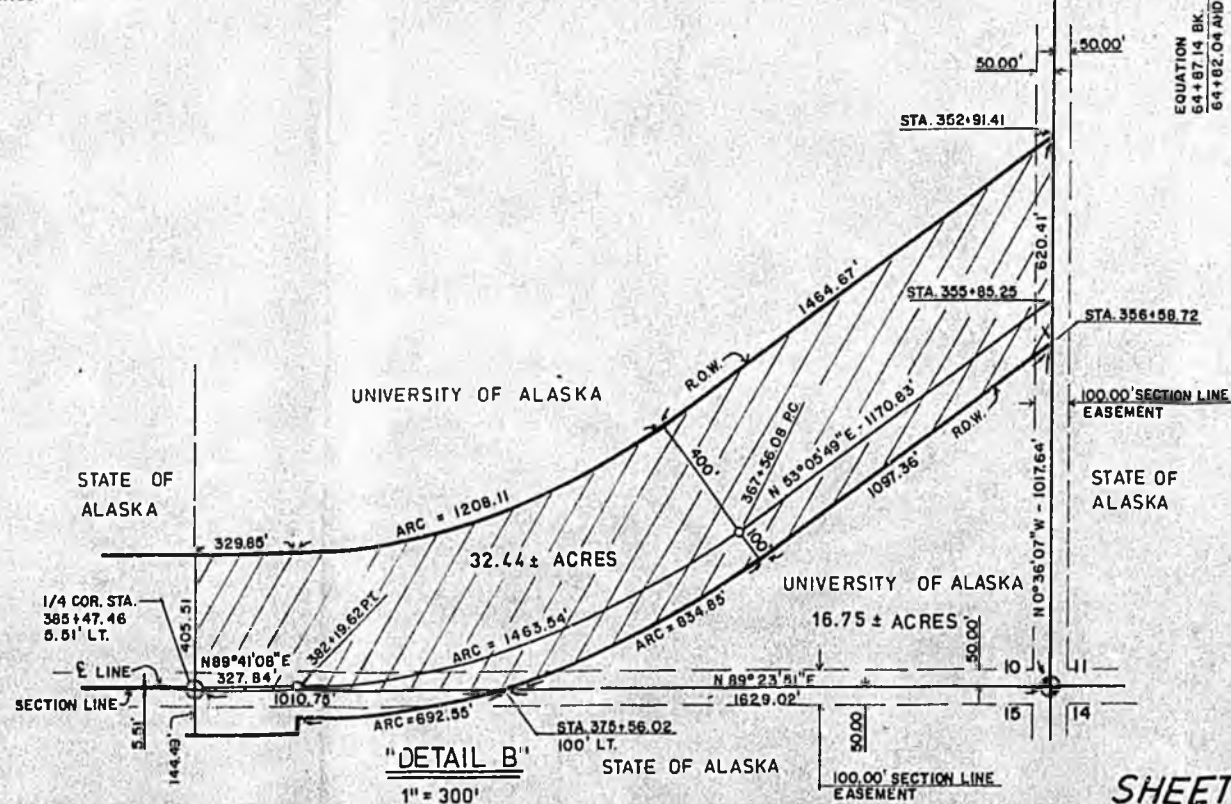
"DETAIL A"
1" = 400'



"DETAIL C"
1" = 300'



"DETAIL B"
1" = 300'



- OWNERS
- ① MORRIS GUNDRUM
 - ② JAMES & CAROL McCALL
 - ③ FRANCIS & MARCIA FALOTICO
 - ④ MICHAEL & PATRICIA DEMARCO & KAREN & ROGER McPHERSON

DATE OF SURVEY
Beginning NOV 1983
Ending MAY 1984

KALJENCO, INC.
1041 CHENA RIDGE ROAD
FAIRBANKS, ALASKA 99701
479-2628

CITY OF NENANA
P.O. BOX 70
NENANA, ALASKA 99760

TOTCHAKET ROAD
RIGHT OF WAY PLAT

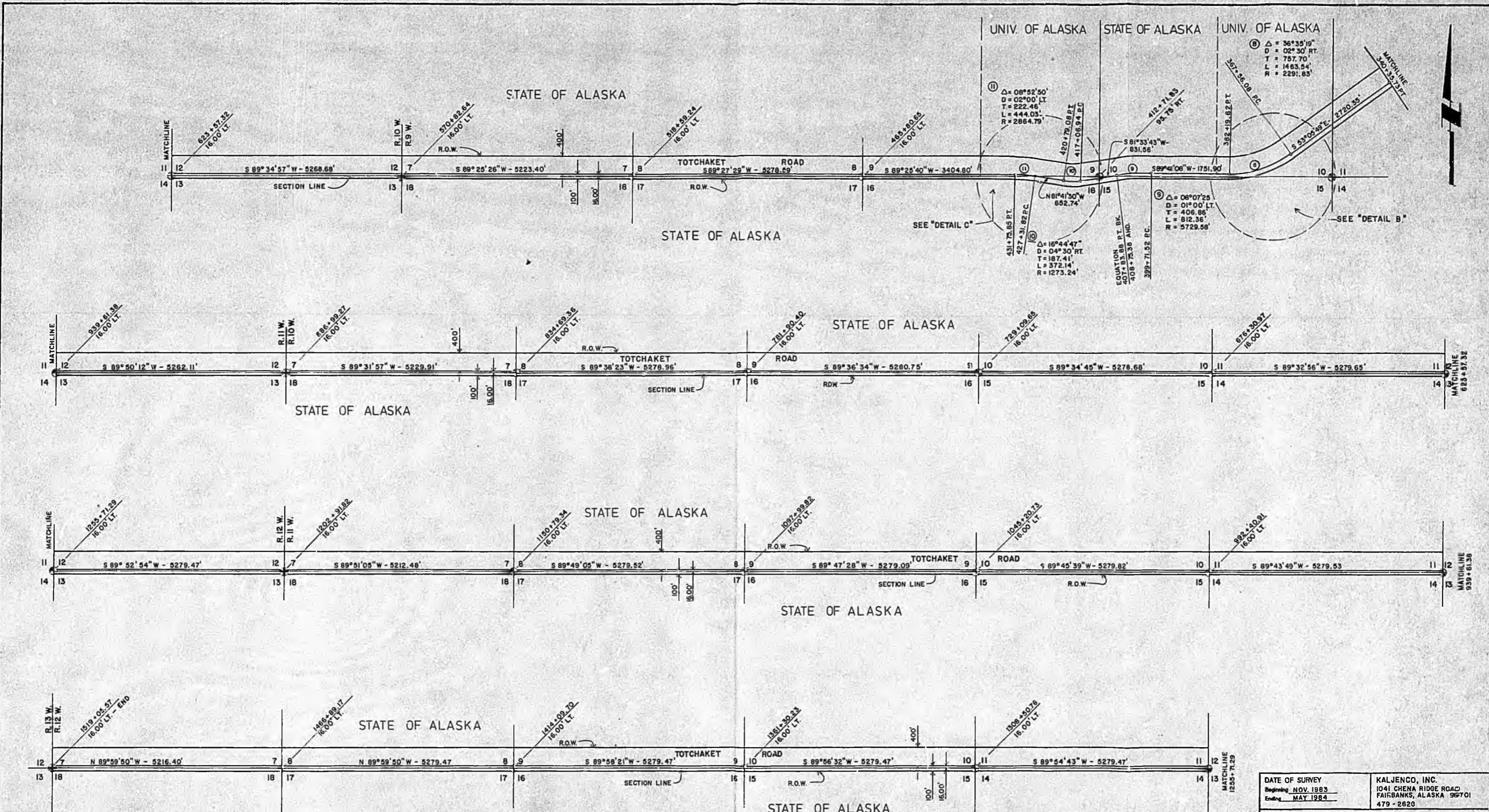
DRAWN BY
N. JORDAN
DATE 5/84

APPROVAL RECOMMENDED

SCALE
1" = 1000'

CHECKED
JK 7/84

FILE NO.
83-45



DATE OF SURVEY Beginning NOV. 1983 Ending MAY 1984	KALJENCO, INC. 1041 CHENA RIDGE ROAD FAIRBANKS, ALASKA 99701 479 - 2620
CITY OF NENANA P.O. BOX 70 NENANA, ALASKA 99760	
TOTCHAKET ROAD RIGHT OF WAY PLAT	
DRAWN BY N. JORDAN DATE 5/84	APPROVAL RECOMMENDED
SCALE 1" = 1000'	CHECKED 7/84
	FILE NO. 83-45

SHEET 3 of 3

SEQUENCE OF EVENTS RELATING

TO THE

DEVELOPMENT OF THE NENANA TOTCHAKET AGRICULTURAL PROJECT

1975 - 1980 U.S.D.A. - Soil Conservation Service

"Soil Survey of the Totchaket Area", October 1980

Soil Classification - 579,790 Acres

Second Session, Eleventh Legislature - Chapter 50, SLA80 - Special Projects Office - City of Nenana

- 1) Transportation planning report, entitled "Nenana Agricultural Transportation Systems" by HDR/ATC, final report, February 1981
- 2) Livestock production and meat processing facility study prepared by the Featherstone Corporation - final report, February 1981
- 3) Vegetable Industry Report, by Little Goldstream Associates, February, 1981
- 4) Preparation of Cadastral Plats for T4S, R8W, R9W, R10W, R11W, F.M. by Kaljenco, Incorporated - March - June, 1981
- 5) Core drilling and soil sampling along the proposed road right-of-way - by Construction Test Lab, Incorporated - March, 1981
- 6) "An Investigation into Land Clearing Methods and the Utilization of Salvaged Wood Fiber from the Nenana Agricultural Project" by Columbia Engineering International, Ltd; Vancouver, Canada - April 1982
- 7) Reimbursable Services Agreements (RSAs)

SPO-DGGS Establishment of weather stations and data collection

SPO-DGGS Soil mapping, color infrared photos, orthophoto base maps to depict vegetation, permafrost and construction material sites

November 1980 - April 1981 - preparation of the

"Nenana - Totchaket Abbreviated Area Plan" - under the direction of the Department of Natural Resources - Division of Research and Development - 1,042,000 Acres

Preparation of the "Agricultural Tract Layout" for approximately 58,144 Acres within T4S, R9W, R10W, and R11W; F.M.

First Session, Twelfth Legislature - CSSB 222 (TRSP)

"An act making a special appropriation to DOT/PF for engineering and design of bridges and roads in the Nenana agricultural area"

Transfer of Responsibilities Agreement (TORA) DOT/PF to the City of Nenana

September, 1981 - June, 1982

- 1) Nenana River Bridge Design - by Peratrovich and Nottingham, Incorporated
- 2) Roadway Design - by Alaska Transportation Consultants (jv, with Henningson, Durham, and Richardson)
- 3) Appraisal of Private Property within R/W - by Price & Associates Appraisers

May 1982 - Corps Permit #071 - OYD -2 - 810451 - Nenana River Bridge

February 1982 - July 1982 - Preparation of the

"Nenana - Totchaket Management Plan" - under the direction of the Department of Natural Resources - Division of Land & Water Management

October 1982 - Corps Permit #071 - OYD -4 - 820272 - Roadway

Second Session, Twelfth Legislature - CSSSSB 702 (Fin)

" An Act transferring parts of certain fiscal year 1982 Agricultural Action Council appropriation allocations to the Nenana - Totchaket agricultural development project"

Total - \$1,622,800

February 1983 - Contract documents prepared for 34 miles of road right-of-way clearing

1984 - Secured Right-of-Way from the State of Alaska and private individuals see attached "Right-of-Way Permit" and copy of Right-of-Way Plat

THE NENANA - TOTCHAKET MANAGEMENT PLAN

Planning Section
Northcentral District
Division of Land and Water Management
Alaska Department of Natural Resources

July 1982

State of Alaska
Department of Natural Resources
Division of Land and Water Management

The Nenana-Totchaket Management Plan is hereby adopted as policy of the Division of Land and Water Management for state lands within the planning area, subject to the commissioner's adoption of classification order #CAC-82-055

Signed Michael Eldred
acting District Planning Officer

Approved:

acting Ed F. Wash
District Manager

Jul 20, 1982
Date

[Signature]
Director, Division of Land and Water Management

August 20, 1982
Date

INTRODUCTION

Area Description

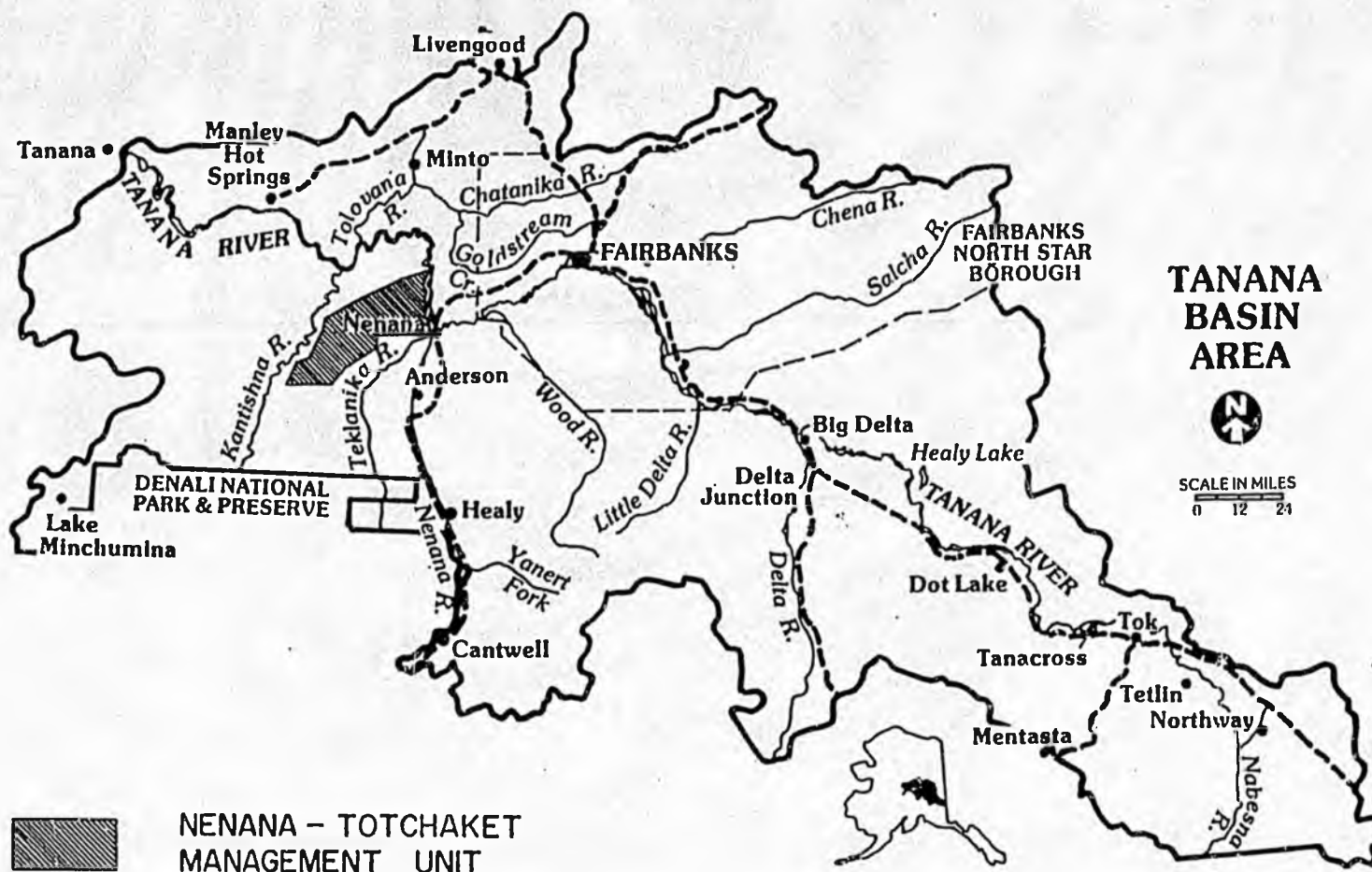
The Nenana-Totchaket Management Plan spans over 346,000 acres of land west of the Parks Highway approximately 60 miles southwest of Fairbanks (see Figure 1). Nearly 87% of the land is under state management authority with an additional 11,000 acres currently selected. The planning area encompasses a large glacial outwash plain bounded by several major rivers, including the Kantishna, Teklanika and Tanana Rivers. The dominant soils are characterized as silt loams ranging from 19 to 28 inches deep overlying sand with moderate permeability. Surface topography ranges from nearly level to hilly. In the southern one-third of the area the sand substrate is exposed to the surface in the sand dunes around Dune Lake.

The predominant vegetation is a mixed forest of aspen, birch and spruce. The proposed agricultural development area contains almost no timber of pole or sawlog size. A recent fire burned over 172,000 acres of land, severely effecting the forest resource in the southern half of the management area.

Activities such as trapping, hunting, and recreating have traditionally concentrated in the productive river corridors edging the region. At present no settlement has occurred in the subject area. The closest community is Nenana, located immediately east of the management unit at the confluence of the Nenana and Tanana River.

NENANA - TOTCHAKET MANAGEMENT PLAN

FIGURE 1



NENANA-TOTCHAKET MANAGEMENT PLAN

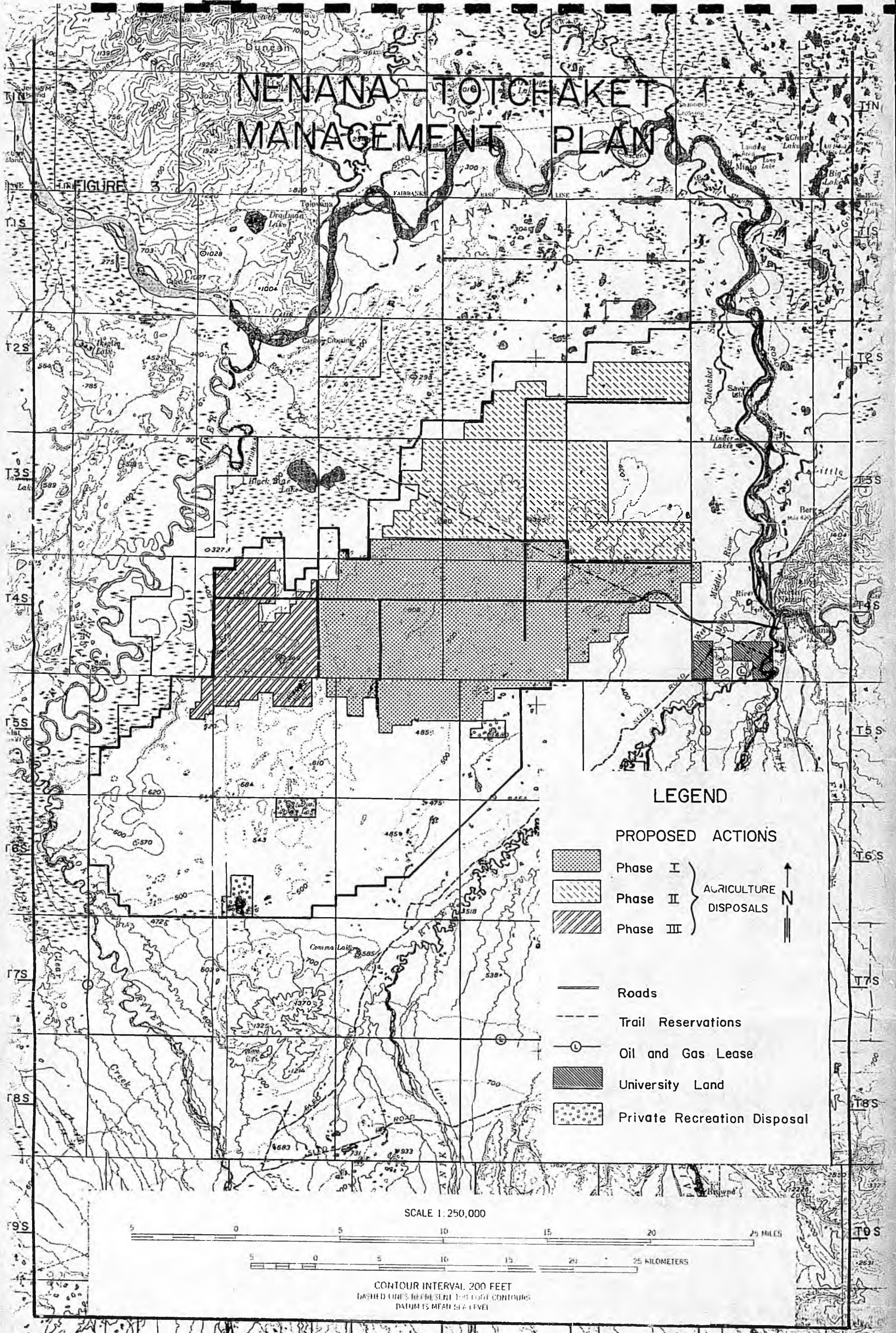

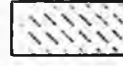
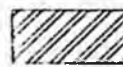

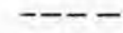
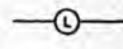

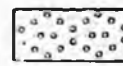
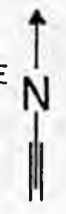


FIGURE 3

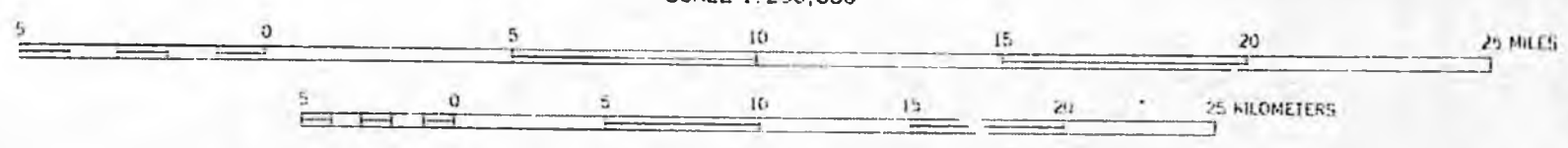
LEGEND

PROPOSED ACTIONS

-  Phase I
 -  Phase II
 -  Phase III
- } AGRICULTURE DISPOSALS
-  Roads
 -  Trail Reservations
 -  Oil and Gas Lease
 -  University Land
 -  Private Recreation Disposal



SCALE 1:250,000



CONTOUR INTERVAL 200 FEET
DASHED LINES REPRESENT 1:00 FOOT CONTOURS
DATUM IS MEAN SEA LEVEL

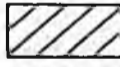

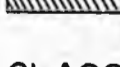

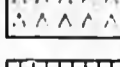
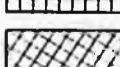
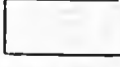

NENANA-TOTCHAKET MANAGEMENT PLAN

FIGURE 2

SUBUNITS

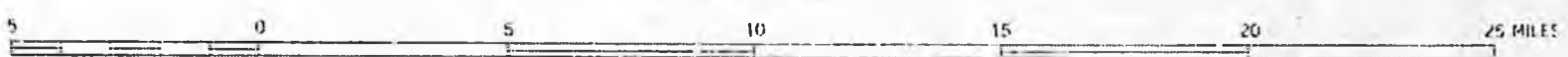
- Nenana Totchaket
- A Agriculture
- B Dune Lake
- C West Nenana
- D Totchaket Slough

LEGEND

- Subunit Boundaries
- LAND STATUS
 -  Native Lands/Sclections
 -  State Selected
 -  University
- CLASSIFICATION OF STATE LAND
 -  Wildlife Habitat
 -  Forest
 -  Settlement
 -  Private Recreation
 -  Agriculture



SCALE 1:250,000



CONTOUR INTERVAL 200 FEET
DASHED LINES REPRESENT 100 FOOT CONTOURS
(ELEVATION IN FEET SEA LEVEL)

Original sponsors: Sackett, Fahrenkamp,
Parr and Bennett

Offered: 3/18/81
Referred: Finance

Funding Information

General Fund \$500,000
Other Funds -0-
\$500,000

1 IN THE SENATE

.BY THE TRANSPORTATION COMMITTEE

2 CS FOR SENATE BILL NO. 222 (Transportation)

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 engineering and design of bridges and roads in the
9 Nenana agricultural area; and providing for an effec-
10 tive date."

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

12 * Section 1. The sum of \$500,000 is appropriated from the general fund
13 to the Department of Transportation and Public Facilities for engineering
14 and design of bridges and roads in the Nenana agricultural area.

15 * Sec. 2. The appropriation made by this Act shall be disbursed in
16 accordance with AS 35.15.080 and 35.15.090.

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

STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF LANDS

BOOK 33 PAGE 439
Nenana Recording District

ADL No. 409501

RIGHT-OF-WAY PERMIT

THIS AGREEMENT made and entered into this 26th day of October, 1984, by and between the STATE OF ALASKA, acting by and through the Department of Natural Resources, Division of Lands, hereinafter referred to as the grantor and City of Nenana hereinafter referred to as the permittee.

WITNESSETH, that in accordance with the provisions of Sec. 38.05.330, A.S. and the rules and regulations promulgated thereunder, the permittee having filed an application for a right-of-way for: Nenana-Totchaket Primary Public Access Road/Utility Corridor

with the Division of Lands together with a map showing the definite location thereon of the line of right-of-way which the permittee has adopted and agrees to be the specific and definite location of the aforesaid right-of-way, and

WHEREAS, it is understood and agreed by the permittee herein that, as a condition to the granting of the right-of-way applied for, the land covered by said right-of-way shall be used for no purpose other than the location, construction, operation and maintenance of the said right-of-way over and across the following described State lands, to wit:

(see Attachment A)

The said right-of-way shall extend 27.51 miles in length and 500 feet in width, containing approx. 1719.01 acres, more or less.

TO HAVE AND TO HOLD the same until the above described land shall no longer be used for the above-mentioned purpose and subject to conditions and reservations elsewhere set forth herein and any "Special Conditions" attached hereto.

The sketch map revealing the right-of-way granted herein shall be attached hereto and made a part hereof.

In the event that the right-of-way herein granted shall in any manner conflict with or overlap a previously granted right-of-way the permittee herein shall use this right-of-way in such a manner as not to interfere with the peaceful use and enjoyment of the previously issued right-of-way and no improvements shall be constructed by the permittee herein upon the overlapping area unless the consent therefore has first been obtained from the permittee under the pre-existing right-of-way.

The permittee in the exercise of the rights and privileges granted by this indenture shall comply with all regulations now in effect or as hereafter established by the Division of Lands and all other Federal, State or municipal laws, regulations or ordinances applicable to the area herein granted.

Upon abandonment, termination, revocation or cancellation of this indenture, the permittee shall within 90 days remove all structures and improvements from the area herein granted, except those owned by the grantor, and shall restore the area to the same or similar condition as the same was upon the issuance of this permit. Should the permittee fail or refuse to remove said structures or improvements, within the time allotted, they shall revert to and become the property of the grantor. However, the permittee shall not be relieved of the cost of the removal of the structures, improvements and/or the cost of restoring the area. Provided further, however, that the grantor, in his discretion, may alter or modify the requirements contained in this provision if it is to the best interest of Alaska to do so.

The permittee shall utilize the lands herein granted consistent with the purposes of the proposed use, as revealed by the application therefore, and shall maintain the premises in a neat and orderly manner and shall adopt and apply such safety measures as shall be necessary, proper and prudent with respect to the use to which the land is subjected.

The permittee shall take all reasonable precaution to prevent and suppress brush and forest fires. No material shall be disposed of by burning in open fire during the closed season unless a permit therefor has first been obtained from the agency empowered by law to issue such permits.

Prior to any construction or development that will use, divert, obstruct, pollute or utilize any of the waters of the State, the permittee shall first obtain approval therefor from the Commissioner of the Department of Fish and Game and file an image copy thereof with the grantor.

Any lands included in this permit which are sold under a contract to purchase shall be subject to this permit. Upon issuance of title to the purchaser, this permit shall remain in effect until its date of expiration.

In case the necessity for the right-of-way shall no longer exist, or the permittee should abandon or fail to use the same, then this permit shall terminate.

The State of Alaska shall be forever wholly absolved from any liability for damages which might result to the permittee herein on account of this permit having been cancelled, forfeited, or terminated prior to the expiration of the full time for which it was issued.

NOW THEREFORE, in accordance with the provisions of Sec. 38.05.330, A.S. and the rules and regulations promulgated thereunder and in accordance with the conditions heretofore set forth or attached hereto and made a part hereof, the permittee herein is hereby authorized to locate, construct, operate and maintain said right-of-way over and across the lands herein described.

Nenana Recording District

IN WITNESS WHEREOF, the said grantor has caused these presents to be signed in duplicate and the permittee herein has hereunto affixed his signature on the day and year first above written.

STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES

By: Tom Hawkins
Tom Hawkins, Director
Division of Land and Water Management

Steven Bainbridge
Permittee Steven Bainbridge, City Engineer
City of Nenana

UNITED STATES OF AMERICA)
State of Alaska) ss.

This is to certify that on the 30th day of October, 1984, before me, the undersigned Notary Public, personally appeared Howard C. Quinn known to me and known by me to be the acting District of the Division of Lands of the Department of Natural Resources, and acknowledged to me that he executed the foregoing instrument for and on behalf of said State, freely and voluntarily for the use and purpose therein set forth.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

Quintus [Signature]
Notary Public in and for the State
of Alaska
My commission expires 1-28-86

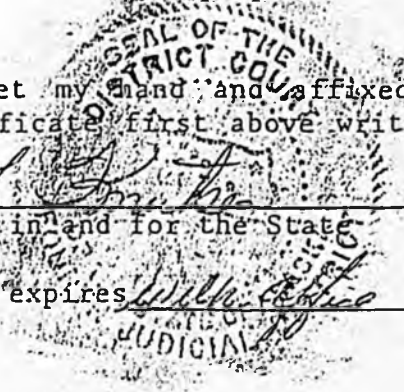


UNITED STATES OF AMERICA)
State of Alaska) ss.

This is to certify that on this 3rd day of October, 1984, before me, the undersigned Notary Public, personally appeared Steven Bainbridge to me personally known to be one of the persons described in and who executed the within instrument and the said person acknowledged to me that he signed and executed the same freely and voluntarily for the uses and purposes therein mentioned.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

[Signature]
Notary Public in and for the State
of Alaska
My commission expires [Signature]



ATTACHMENT A

Legal Description of the Nenana - Totchaket
Primary Public Access Road/Utility Corridor

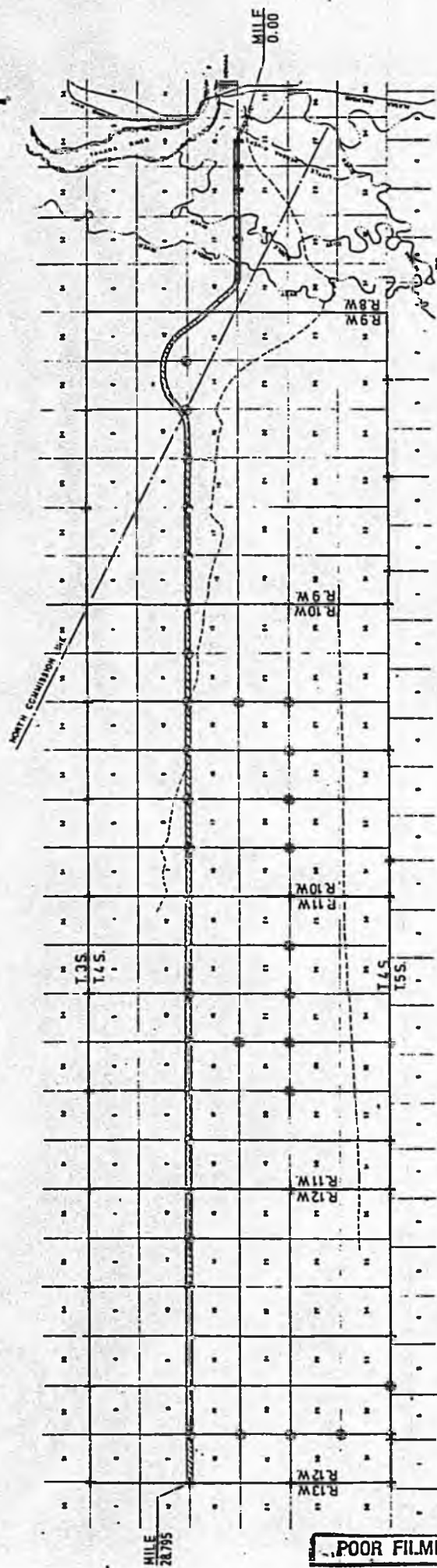
NOTE: Right-of-Way Permit ADL 409501, as illustrated on the attached survey, does not include the proposed Nenana River Bridge, the private property located along the Access Road alignment between Mile 0.00 and Mile 0.29, or two University parcels (E1/2 Section 10, Township 4 South, Range 9 West, Fairbanks Meridian and E1/2 Section 9, Township 4 South, Range 9 West, Fairbanks Meridian) located between Mile 6.80 and Mile 7.30 and between Mile 7.80 and Mile 8.30, respectively. The entire alignment extends from the west bank of the Nenana River (not including the Nenana River Bridge) to the east boundary of Township 4 South, Range 12 West near the Kantishna River. The City of Nenana will be responsible for acquiring a separate Right-of-Way from the University across its two parcels. The City has already acquired the necessary private property through purchase.

The legal description of Right-of-Way ADL 409501, which is shown on the attached survey plat and which is located entirely within the Fairbanks Meridian, can generally be described as follows:

The Right-of-Way ADL 409501 traverses Sections 15-22 of Township 4 South, Range 8 West; Sections 7-13^{and 15-18} of Township 4 South, Range 9 West; Sections 7-18, Township 4 South, Range 10 West; ~~and~~ Sections 7-18 of Township 4 South, Range 11 West; ~~and~~ Sections 7-18 of Township 4 South, Range 12 West.

ACREAGE SUMMARY

TOWNSHIP & RANGE	STATE OF ALASKA	UNIVERSITY OF ALASKA	CITY OF NENANA	SUB-TOTAL
T.4S. R.9W	233.31		6.97	240.28
T.4S. R.8W	349.97	88.80		438.77
T.4S. R.10W	382.91			382.91
T.4S. R.11W	382.93			382.93
T.4S. R.12W	382.88			382.88
TOTAL	1680.00	88.80	6.97	1775.77



BOOK 33 PAGE 443
 Nenana Recording District

DATE OF SURVEY 1983-04-18	KALPERCO, INC. FISHERS, ALASKA 907-852-1111
CITY OF NENANA PO BOX 70 NENANA, ALASKA 9976	
TOTCHAKET ROAD RIGHT OF WAY PL.	
DRAWN BY N. JARVIS	APPROVAL RECOMMENDED DATE: 3/21/83

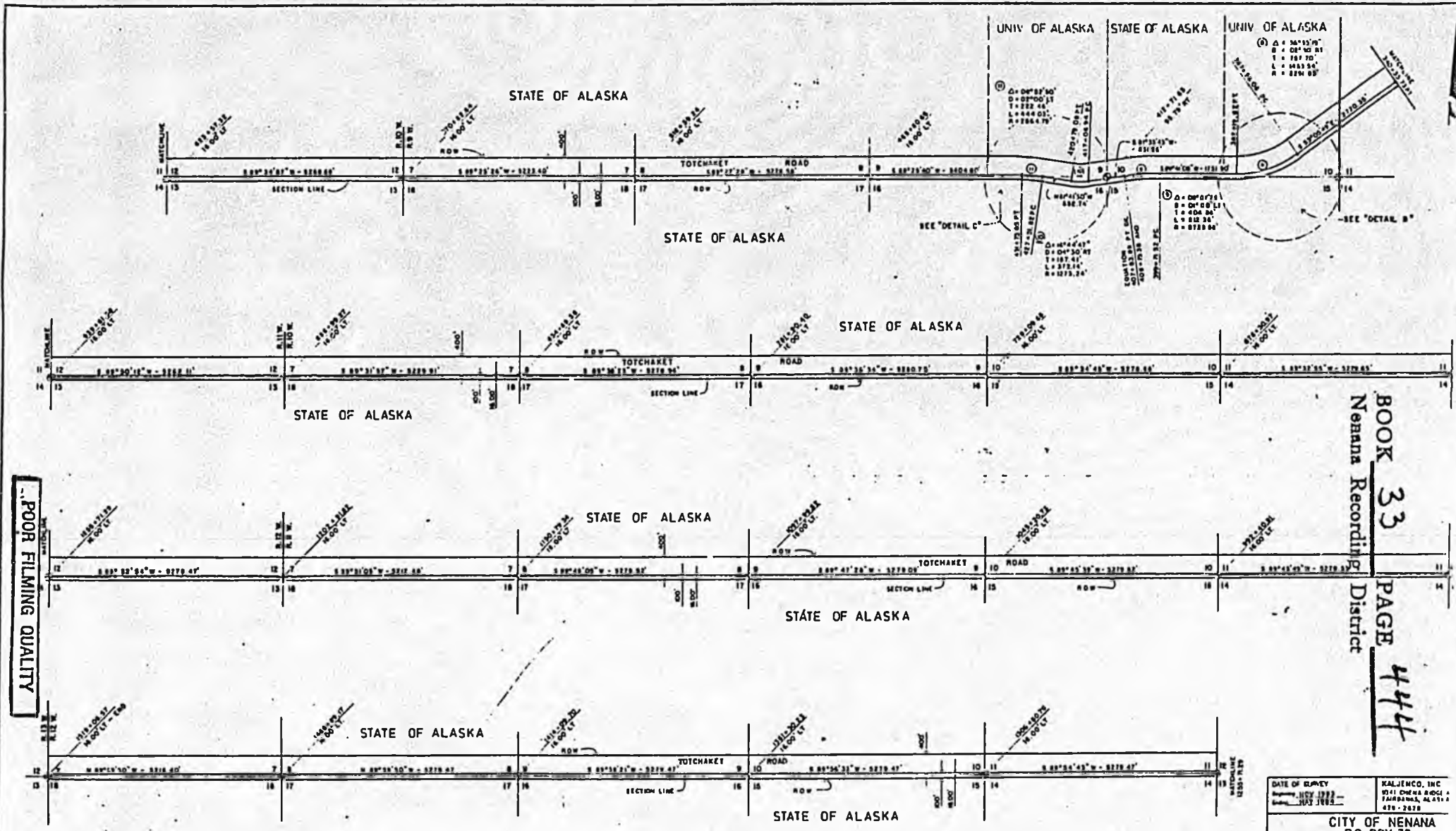
LEGEND
 * OLD MONUMENT OF RECORD
 O DNR MONUMENT OF RECORD
 --- CAT TRAILS

SURVEYOR'S CERTIFICATE
 I, PATRICK H. GILLEN, HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE AS A SURVEYOR IN THE STATE OF ALASKA, AND THAT THE PLAT REPRESENTS THE ACTUAL SURVEY MADE BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND THAT ALL BOUNDARIES AND OTHER DETAILS ARE CORRECT.
 DATE: May 12, 1983 REGISTRATION NUMBER: 4803-S
 PATRICK H. GILLEN, TLL



- NOTES**
1. FOR CORNER ACCESSORIES IN T.4S. R.9W, P.M. SEE TABLE ON SHEET 2.
 2. FOR CORNER ACCESSORIES IN T.4S. R.9W, T.4S. R.9W, AND T.4S. R.11W, P.M. SEE SUPPLEMENTAL CADASTRAL SURVEY OF THOSE TOWNSHIPS DATED AUGUST 5, 1981.
 3. FOR CORNER ACCESSORIES IN A PORTION OF T.4S. R.11W AND T.4S. R.12W, SEE ALASKA STATE CADASTRAL SURVEY PLATS OF THOSE TOWNSHIPS DATED APRIL 1983.
 4. ALL BEARINGS ARE ALASKA STATE PLANE ZONE FOUR (1983 NAD).

POOR FILMING QUALITY



- POOR FILMING QUALITY -

BOOK 33
 PAGE 444
 Nenana Recording District

DATE OF SURVEY MAY 1978	KALJENCO, INC. 1511 CHINA AVE. FAIRBANKS, ALASKA 478-2628
CITY OF NENANA P.O. BOX 70 NENANA, ALASKA 9976	
TOTCHAKET ROAD RIGHT OF WAY PL.	
DRAWN BY M. JORDAN DATE 5/78	APPROVAL RECOMMENDED



STATE OF ALASKA
 COUNTY OF DENALI
 DISTRICT OF NENANA
 CITY OF NENANA
 P.O. BOX 70
 NENANA, ALASKA 99760
TOTCHAKET ROAD
RIGHT OF WAY PL
 DRAWING BY: APPROXIMATE DATE: 8/78

840950
 26.00

RECORDED
 NENANA RECORDING
 DISTRICT

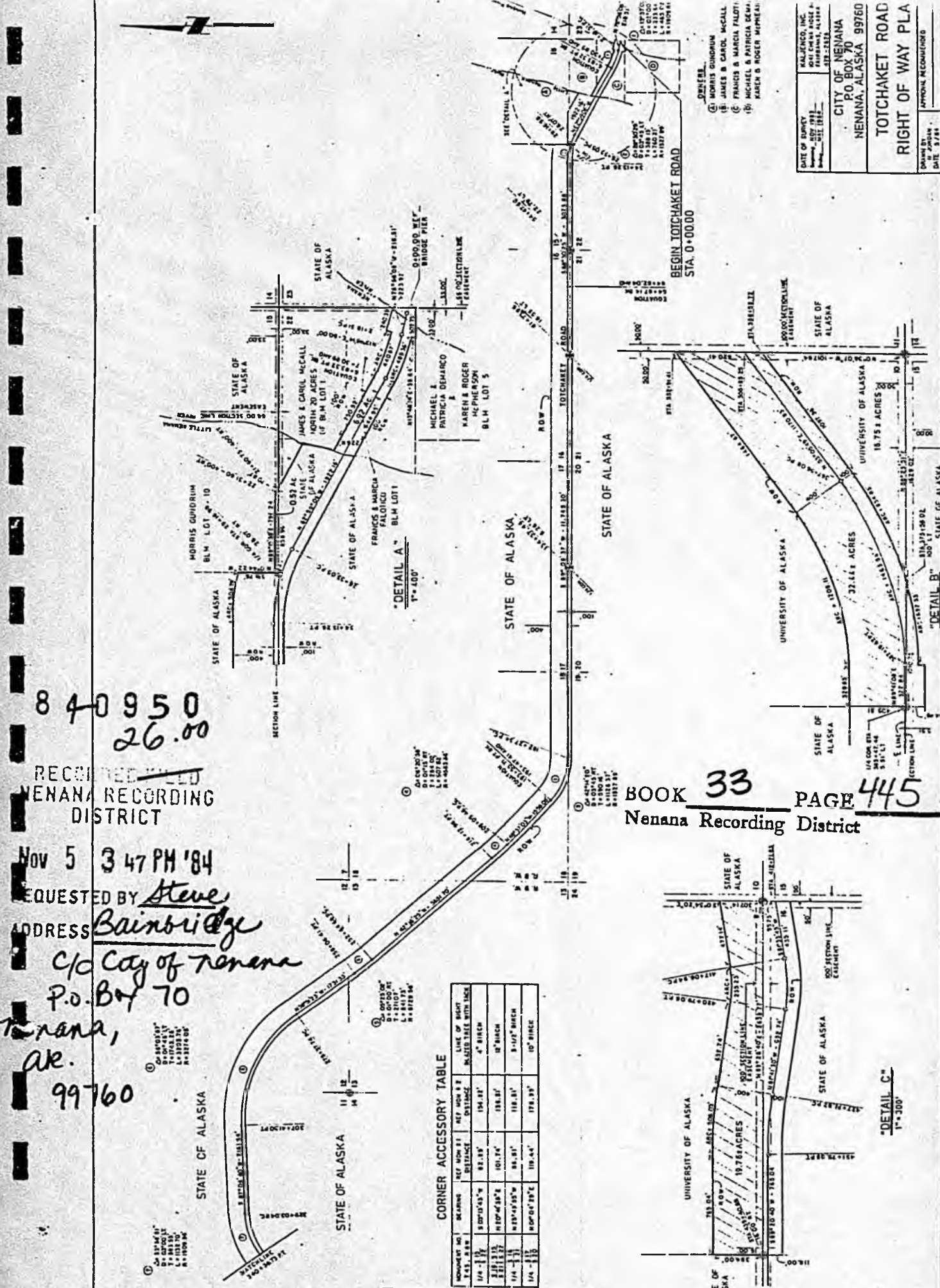
NOV 5 3 47 PM '84

REQUESTED BY *Steve Bainbridge*

ADDRESS *C/O City of Nenana
 P.O. Box 70*

*Nenana,
 AK.
 99760*

① 15'x15' B.M.
 15'x15' B.M.
 15'x15' B.M.
 15'x15' B.M.



CORNER ACCESSORY TABLE

MONUMENT NO.	BEARING	REF. HIGH & DISTANCE	LINE OF RIGHT PLAZED AREA WITH INCH
1/A - 1	S 0° 0' 0" W	82.95'	4" BIRCH
1/A - 2	N 10° 0' 0" E	101.74'	12" BIRCH
1/A - 3	N 88° 0' 0" E	88.81'	8 1/2" BIRCH
1/A - 4	N 0° 0' 0" E	178.95'	10" BIRCH

BOOK **33** PAGE **445**
 Nenana Recording District

POOR FILMING QUALITY

NORTHERN REGION
PROPOSED FY 87 DISPOSAL PROJECTS

HOMESTEADS

Name	Gross Acres	Net Acres	Lot Size (acres)
Cascaden	1,600	800	1-40
Grand Central	6,400	1,000	1-40
*Pilgrim	3,150	200	1-40
**Steppe	3,100	3,100	1-160
Taylor Mountain	48,500	1,000	1-40
**Wickersham	<u>19,200</u>	<u>4,000</u>	1-160
TOTAL	81,950	10,100	

*Pilgrim was a FY 85 project. It is now being offered in FY 87 with a reduced boundary and reduced net acreage.

**Depending upon their suitability for agriculture these homesteads might have a maximum lot size of 40 acres.

Current to: November 16, 1984

STEPPE HOMESTEAD

FBRS C-5

T. 4S., R. 9W., F.M.



TOTCHANET AG

T. 4S., R. 8&9W., F.M.



NORTH COMMISSION TRAIL

← ACCESS RT.

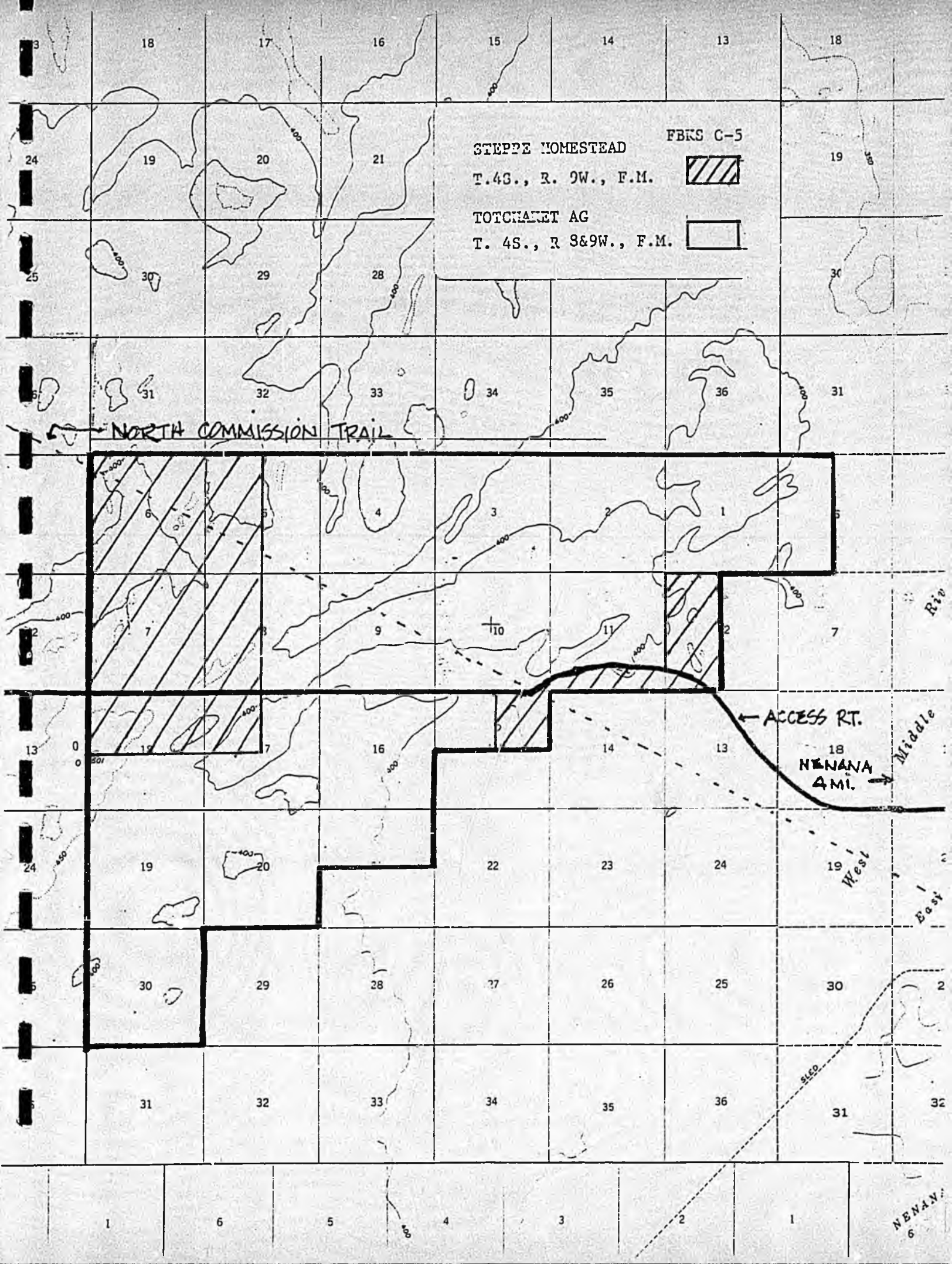
18
NENANA
4 MI. →

West

Middle

East

NENANA
6



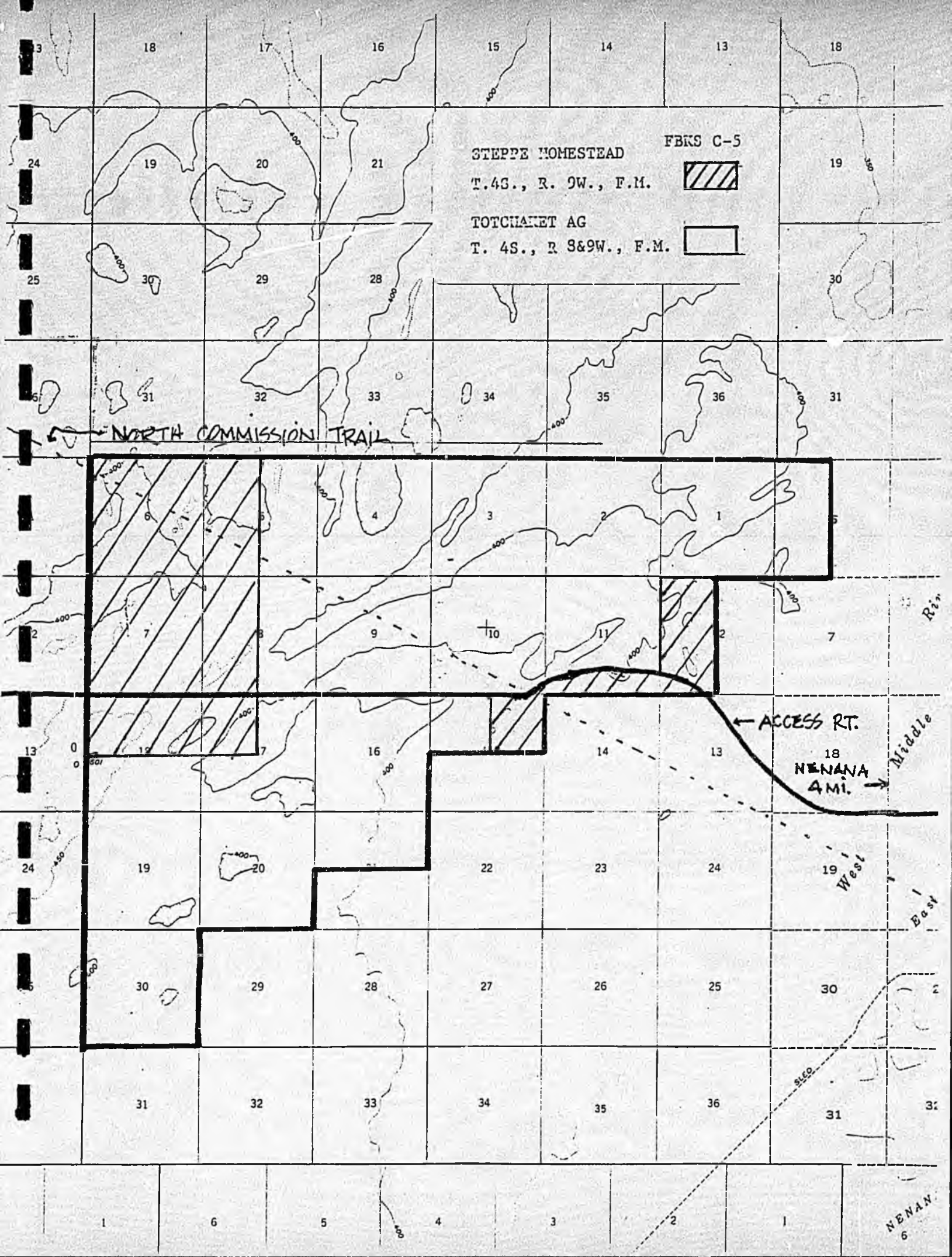
NORTHERN REGION
PROPOSED FY 87 DISPOSAL PROJECTS

AGRICULTURAL SALES

<u>Name</u>	<u>Gross Acres</u>	<u>Net Acres</u>	<u>Lot Size (acres)</u>
French Creek Ag.	2,680	2,680	Undetermined
*Goldstream Ag.	13,600	6,500	Undetermined
Totchaket Ag.	<u>8,000</u>	<u>8,000</u>	Undetermined
TOTAL	24,280	17,180	

*The disposal will be split between FY 86 and FY 87 with a total offering of 13,600 acres. Approximately 6,500 acres will be offered in FY 87. The project will contain homesteads and agricultural sales.

Current to: November 16, 1984



STEPPE HOMESTEAD

FBKS C-5

T. 4S., R. 9W., F.M.



TOTCHAKET AG

T. 4S., R. 8&9W., F.M.



NORTH COMMISSION TRAIL

ACCESS RT.

NENANA
4 MI.

Middle River

West

East

NENANA
6

Alaska State Legislature

SENATOR
JOHN B. "JACK" COCHILL
Chairman



POUCH V
JUNEAU, ALASKA 99811
(907) 465-4921

Senator Jan Faiks—Vice Chairman
Senator Mitch Abood
Senator Paul Fischer
Senator Joe Josephson

Senate Committee on Transportation

MEMORANDUM

TO: Members of the Transportation Committee
FROM: Chairman Coghill
DATE: January 30, 1985
RE: SB 39—Road and Bridges in the Totchaket resource area

S.B. 39 appropriates \$5,630,000 for construction of the following:

1. Nenana River Bridge, a three span concrete and steel bridge 440 feet in length.
2. Little Nenana River Bridge, a one span concrete and steel bridge 140 feet in length.
3. East Middle Fork of the Nenana River Bridge, a one span concrete and steel bridge 105 feet in length.
4. West Middle Fork of the Nenana River Bridge, a one span concrete and steel bridge 144 feet in length.
5. Construction of 22.8 miles of roadway.

The purpose of the construction is to open an area of approximately 346,000 acres of land west of the Parks Highway approximately 60 miles southwest of Fairbanks to economic development. The residents of Nenana have been interested in this development area for many years and instigated the studies enclosed in the packet.

Enclosed you will find a copy of the bill, a January, 1981 report on agricultural development, a DOT/PF bill analysis, a packet compiled by Steve Bainbridge of the City of Nenana entitled Backup Material for SB 39, and a copy of Alaska Statute Supplements Sec. 35.15.080 and Sec. 35.15.090.

IDENTIFICATION	BILL NAME < "An Act making a special appropriation to the Department of Transportation & Public Facilities for various construction projects in the Totchaket resources area; and providing for an effective date."	BILL NUMBER SB No. 39
	SPONSOR(S) Sen. G.B. 'Jack' Coghill	DATE INTRODUCED 1-14-85
INITIAL RESEARCH	INITIAL SUMMARY COMPLETED	RELATED BILLS PENDING None
		REFERRALS Finance
INITIAL RESEARCH	SPONSOR CONTACTED FOR BACKUP MATERIALS Yes	LEGAL DIVISION SUMMARY
	AGENCY RESPONSE	DEPT OF LAW SUMMARY
		FISCAL NOTE
		OTHER INTERESTED LEGISLATORS NOTIFIED Rep. Shultz
BACKGROUND RESEARCH	SIMILAR BILLS INTRODUCED IN PREVIOUS LEGISLATURES HB 72 73th Leg.	OTHER STATE OR FEDERAL PRECEDENTS, REGULATIONS, ETC
	RESPONSES FROM INTERESTED PERSONS AND/OR GROUPS DOT/PF Bill Analysis Steve Bainbridge/City of Nenana Thomas & Associates - Engineering Firm DNR: No Response	
HEARING PREPARATION	CHAIRMAN BRIEFED Yes	DATE & PLACE SET 1-30-85 Room 250/Batrovich
	STAFF MEMO TO COMMITTEE Yes	TELECONFERENCE
	BACKGROUND MATERIAL DISTRIBUTED	PSA/PRESS RELEASE
	LIST OF WITNESSES Steve Bainbridge Bob Thomas	SUGGESTED AMENDMENTS/CS DRAFTED



Peratrovich, Nottingham & Drage, Inc. ✓

Engineering Consultants

Telex 090 26436
Int. Telex 200 26436

1506 West 36th Avenue • Suite 101 • Anchorage, Alaska 99503 • 907-561-1011

FILE
TATCHAKET
PN&D 85000jg

February 6, 1985

Senator Jan Faiks
Co-Chairman, Senate Committee on Finance
Alaska State Legislature
Pouch V
State Capitol
Juneau, Alaska 99811

Dear Senator Faiks:

We are requesting your favorable consideration of Senate Bill No. 39 which would provide funds for construction of a highway access road to the farming lands in the Tatchaket area.

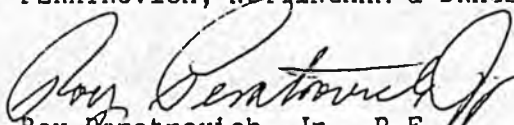
We understand the State's limited resources may cause postponement of many worthy projects, and are concerned that this project may not be funded for the same reason.

The Tatchaket Highway Access Road has long range statewide significance in that it will open new lands for development and provide additional future income to the State as well as a useful product for Alaskans. The farming products would utilize our newly acquired railroad and thereby provide another source of revenue to the Alaska Railroad. More people would be employed and other related industries developed. Through our recent involvement as the design engineer for the City of Nenana's Tanana River Bulkhead, we have been very impressed with the efficient manner in which they have managed their capital improvement projects. On that particular project, our engineering company assisted the City in preparing their budget request for the new dock and assisted them in the design and construction management. The City of Nenana, acting as their own contractor, constructed the 1100 ft. of dock for \$1.5 million or about \$1 million less than conventional State contracting procedures. The City of Nenana used the money wisely and I feel confident they would do the same for this worthy project.

Your support would be appreciated.

Sincerely,

PERATROVICH, NOTTINGHAM & DRAGE, INC.


Roy Peratrovich, Jr., P.E.
Vice President

DN/jk/L5



Toghoththele Corp.

Nenana Village Corporation

P.O. BOX 74080

FAIRDANKS, ALASKA 99707

PHONE: (907) 452-1415

March 20, 1985

Edna B. De Vries, Senator
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Ms. De Vries:

RE: SB 39 Road and Bridges to Totchaket area

Enclosed is a copy of a resolution in opposition to SB 39 that was passed recently by the Toghoththele Corporation Board of Directors. This resolution supports the position of the Nenana Native Council against the road and bridges proposed under SB 39.

SB 39 would provide \$4,600,000.00 for the construction of three bridges and \$1,030,000.00 for a road. The bridges to be built would cross the Nenana River, the East Middle River and the West Middle River.

It is important to note that the total distance between the three bridges is approximately three miles. Given the cost of constructing roads in Alaska, \$1,030,000.00 for the road will be sufficient to build little more than enough to connect the bridges. This will not connect with another road, any existing facility, or any existing State land disposal.

Our main objection is that the access provided by the proposed road and bridges will open the door for haphazard and piecemeal development of the Totchaket area. There is particular concern about the effect agriculture will have on subsistence hunting and fishing. If bridges are to be built that should take place only after there is a clear plan for the development of the Totchaket area and there is evidence that subsistence resources will be protected.

Sincerely,

Winnie B. Atwood
Chief Executive Officer

WBA/cmw



Toghoththele Corp.

Nenana Village Corporation

P.O. BOX 74080

FAIRBANKS, ALASKA 99707

PHONE: (907) 452-1415

TOGHOTTHELE CORPORATION

Resolution 85-2

In Support of Nenana Native Council
on SB 39

WHEREAS; the Nenana Native Council has taken a position of opposition to the bridges and road proposed for construction by SB 39, currently being considered by the 14th Alaska Legislature, and;

WHEREAS; in objecting to the proposed road and bridges the Nenana Native Council cites concerns over the loss of subsistence hunting areas, and;

WHEREAS; further concerns of the Nenana Native Council include the effect of road access on wildlife in the area on the fringe of the Agricultural development and the effect of agricultural on the quality of water in local rivers, and;

WHEREAS; the Nenana Native Council is in opposition to SB 39 specifically because of the adverse effects of agricultural development on traditional lifestyles and because no plan for how the Totchaket is to be developed has been presented to and approved by the residents of Nenana, and;

WHEREAS; the Toghoththele Corporation Board of Directors respects the concerns and objections of the Nenana Native Council, and;

NOW THEREFORE BE IT RESOLVED; the Toghoththele Corporation Board of Directors supports the Nenana Native Council in its opposition to the road and bridges proposed in SB 39.

ADOPTED and DATED this 8 day of March 1985,
in Nenana, Alaska.

Lena E. Dewey
Lena Dewey, Chairperson
TOGHOTTHELE CORPORATION

Winnie B. Atwood
Winnie Atwood, Secretary
TOGHOTTHELE CORPORATION

STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH Z
JUNEAU, ALASKA 99811
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

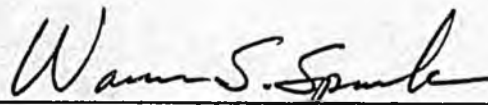
January 28, 1985

Re: SB 39; Road & Bridge
Construction
in the Totchaket
Resource Area

The funds requested for the bridges in SB 39 appear to be adequate. The funds for road construction would provide 2.3 to 5.15 miles of road, depending on the type of road constructed. It is our understanding that the project would include 22.8 miles of road. Perhaps the additional road could be included in subsequent appropriations.

Our costs to construct an 18 ft. wide road to minimum "pioneer" access road standards is \$200,000 per mile or about \$4,500,000 for 22.8 miles. However, given the type of traffic that would be expected to use this road (farm combines, logging trucks, dump trucks, etc.), we recommend a 28 ft. wide road built to secondary standards. This would cost approximately \$440,000 per mile or \$10,000,000 for 22.8 miles.

The long-term maintenance costs that might have to be borne by the State for this project could be substantial. The average maintenance costs for a two lane, secondary gravel road open 12 months are \$5,400 per mile or \$123,120 per year for 22.8 miles. A road constructed to lesser standards may require higher annual maintenance costs.



R. J. Krapp
for Commissioner

sect 11
CL=PP⁰⁰

NENANA — TOTCHAKET

UNLOCKING THE AGRICULTURAL POTENTIAL
OF WESTERN ALASKA



A Report on A Seminar and Workshop. on
Agricultural Development.

Sponsored by THE CITY OF NENANA

December 20, 1980

JANUARY, 1981



City of Nenana

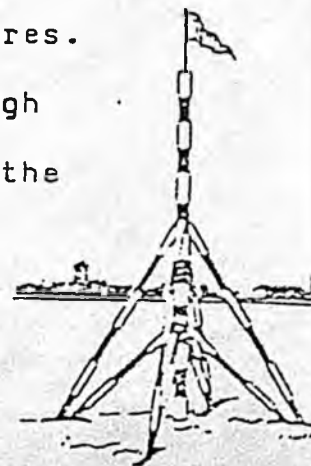
State of Alaska

OVERVIEW OF THE NENANA-TOTCHAKET PROJECT

Date: March 2, 1981
From: John B. Coghill, Mayor

In 1968, during route survey and soil testing work associated with the North Commission west of Nenana, Alaska, field crews found relatively deep top soil covering a broad plateau lying between the Tanana and Nenana rivers to the east and the Kantishna river on the west. More extensive analysis of these soils showed that they possessed excellent agricultural potential. A more extensive and detailed soil survey conducted between 1975 and 1977 by the Soil Conservation Service of the U.S. Department of Agriculture defined the extent of the agricultural soils in what SCS has called the "Totchaket Area", at least 175,000 acres of Class II and Class III soils...soils which, for Alaska, show the highest potential for agricultural productivity. Thousands of acres of Class IV soils with lesser potential are also extensive on the plateau, and preliminary reconnaissance of areas west of the Kantishna show lands with agricultural potential numbering in the millions of acres.

That these lands are capable of producing both high quantity and high quality yields has been accepted by the



Page 2 Overview

State's agricultural community for several years. The more important discussion in recent years has not been whether Totchaket should be developed for agriculture, but what kind of agricultural development would better satisfy the multiple and diverse needs of individual Alaskans and Alaskan families on the one hand, and on the other, what kind of agriculture can best meet the State's urgent need to invest its' short term oil wealth in long term renewable resource industries which can sustain themselves economically far into the future.

Even in view of these urgent concerns, however, planning for eventual development of Totchaket by City, State, University and Federal agricultural interests proceeded slowly during the 1970s as Native Claims in the area were resolved according to the provisions of the Alaska Native Claims Settlement Act of 1971. With final conveyance of land title to Native corporations in the area in late 1979 the last of the major concerns affecting the future of Totchaket were resolved, and the City of Nenana initiated the necessary financing and studies required for the design and long term development of what we are now calling Nenana-Totchaket.

With the support of our delegation to the legislature and the encouragement and assistance of many people around the State, these reports are now either complete or nearly complete and are being presented to the legislature for consideration. It

Page 3 Overview

is important to emphasize again that these studies were not designed by the City to figure out whether or not to develop agriculture. They were designed to determine what kind of agriculture will respond to the real needs of Alaska's people for food, access to land, and increased self-sufficiency; what kind of agriculture can be developed in Nenana-Totchaket which will help the State's new agricultural industry become economically self-sustaining in a reasonably short period of time; and, finally, what will it all cost.

We are pleased with the reports, and we believe they offer a well thought out and detailed plan for initial development of Nenana-Totchaket. The transportation proposal includes both the initial design, and cost estimates for overland access from Nenana to the first two townships which the City and the Department of Natural Resources have scheduled for disposal in February 1982...less than one year from today. The livestock report lays out a detailed and comprehensive plan for the development of a red meat industry that will involve all the State's farming regions. The composite Planning, Development, and Production Schedule from 1980 through 1990 shows our best estimates of the annual financing required and the annual production and employment associated with development in the area. Clearly the amounts of money involved are not insignificant even when compared with the multi-billion annual revenues of the State of Alaska. More importantly, financing decisions this

Page 4 Overview

year will be followed by financing decisions as large, or larger, in subsequent years throughout the decade.

The transportation system should fall into our highest priority for without that access, the proposed clearing, wood fiber harvest, and land disposal programs are meaningless.

AGRICULTURAL PROJECT

Composite Planning, Development and Production Schedule: 1980 through 1990.

Calendar year.	81	82	83	84	85	86	87	88	89	90
Planning										
1. Research, Development	Phase I			Phase II				Phase III		
2. Project	→ → → → → → → → → →									
3. Lot Survey	→ → → → → → → → → →									
costs per year (000's)	1600	1600	1600	1600	1600	500	500	500	1600	
Development Programs										
1. Clearing	Phase I			Phase II				Phase III		
2. Farm support	Phase I			Phase II				Phase III		
3. Marketing	Phase I			Phase II				Phase III		
4. Livestock	Purchase					Production				
costs per year(000's)	15450	15450	15561	12561	8450	150	150	150	8450	
Capital Projects										
1. Roads and bridges	Phase I			Phase II				Phase III		
2. Storage, transfer and support facilities	→ → → → → → → → → →									
3. Processing facilities	Livestock					Vegetables				
4. Research Facilities	→ → → → → → → → → →									
costs per year(000's)	14000	15000	13000	15000	12500	13000	15000	7000	7000	
Land Disposals (# of townships)	(2)	(2)	(3)	(3)	(2)				(2)	
Fiscal year	81	82	83	84	85	86	87	88	89	90
Total Costs Per Year (000's) (1980 dollars)	31050	32050	24161	25161	22550	13650	15650	7650	17050	
Total Costs Per Year (000's) (12% inflation)	35087	40704	48850	46949	41041	27983	36175	19890	49616	
Disposed Acreage Cultivable	46080	92160	161280	230400	276480	276480	276480	276480	322560	
In Cultivation	41472	82944	145152	226056	248832	248832	248832	248832	250304	
# of Farms	24	48	84	120	144	144	144	144	168	
Employment; Farm Production										
1. Direct (on farm)	150	378	758	1176	1558	1752	1829	1829	1979	
2. Secondary (marketing)	3	7	13	20	26	30	31	31	33	
3. Tertiary (support)	42	105	210	326	432	485	506	506	547	
Production Value, Barley										
1. Tons per year		15465	35897	78028	121142	160506	180423	185359	188389	
2. Price, F.O.B. Port		150	195	210	225	240	255	270	285	
3. Total (000's)		2754	7585	16286	27257	38521	46008	50665	57691	

Revised: 2/23/81

by: Northern Development Associates
Fairbanks, Alaska

* Preliminary calculations.

T2S

TO PHASE III

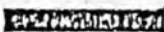


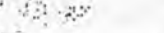
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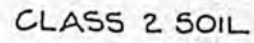
BLACK BEAR LAKE

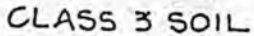
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KEY

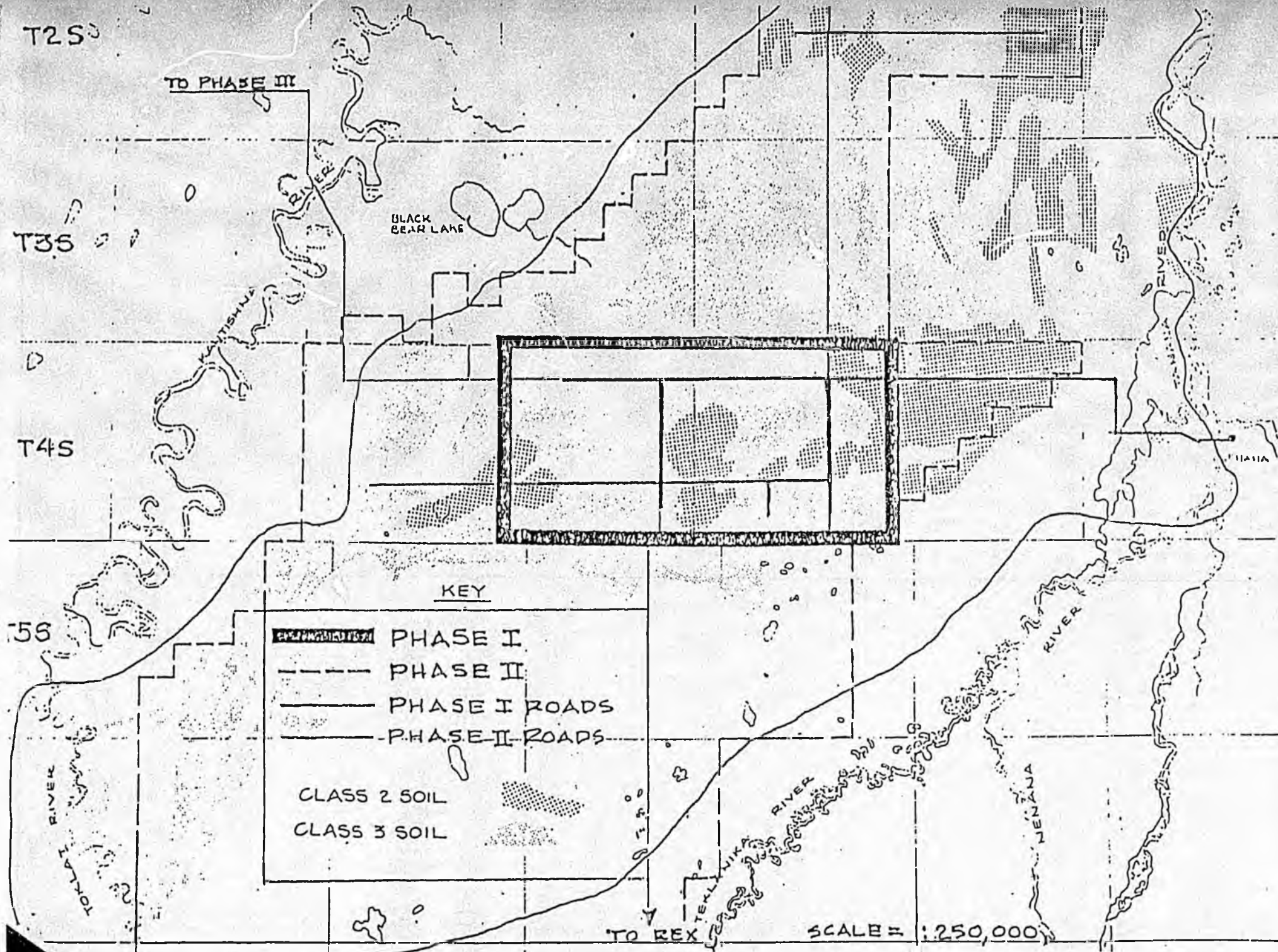
-  PHASE I
-  PHASE II
-  PHASE I ROADS
-  PHASE II ROADS

 CLASS 2 SOIL

 CLASS 3 SOIL

TO REX

SCALE = 1:250,000



Alaska State Legislature

SENATOR
JOHN B. "JACK" COGHILL
Chairman

Senator Jan Faiks—Vice Chairman
Senator Mitch Abood
Senator Paul Fischer
Senator Joe Josephson



POUCH V
JUNEAU, ALASKA 99811
(907) 465-4921

Senate Committee on Transportation

MEMORANDUM

To: Committee members
From: Committee staff
Date: March 4, 1985
Re: Background material for SB 39

The last time the committee heard SB 39, the major question the members could not seem to reconcile was how the City of Nenana could construct the proposed road at considerably less cost than the State DOT/PF estimate.

Included along with the bill in today's packet are background materials as follows:

- A letter from Steve Bainbridge, Nenana city engineer, explaining how the city should be able to build the road for less than $\frac{1}{2}$ the DOT/PF estimate
- A cover letter and computation sheets from David Truax, DOT/PF planner, showing how the department figured their estimate of \$200,000 per mile for the pioneer road. They say they have to meet AASHTO standards: AASHTO is the American Association of State Highway and Transportation Officials.
- Resolution number 83-02, passed by the City of Nenana in April 1983, assuming maintenance obligations for Totchaket ag roads
- Information regarding proposed agricultural land disposals in the Totchaket area

Introduced: 1/14/85
Referred: Transportation and Finance

Funding Information
General Fund \$500,000
Other Funds -0-
\$500,000

1 IN THE SENATE

BY COGHILL

2

SENATE BILL NO. 49

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FOURTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities to determine the feasibility of building Kantishna Road; and providing for an effective date."

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

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* Section 1. The sum of \$500,000 is appropriated from the general fund to the Department of Transportation and Public Facilities to determine the feasibility of building Kantishna Road.

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* Sec. 2. The unexpended and unobligated portion of the appropriation made by this Act lapses into the general fund June 30, 1986.

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* Sec. 3. The appropriation made by this Act is subject to AS 35.15.080 and 35.15.090.

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* Sec. 4. This Act takes effect July 1, 1985.

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City of Nenana

State of Alaska

February 8, 1985

FEB 14 1985

Senator John B. Coghill
Alaska State Legislature
Pouch V (MS 3100)
Juneau, Alaska 99811

Dear Senator Coghill,

Ref: SB39 - Totchaket Resource Area Roads

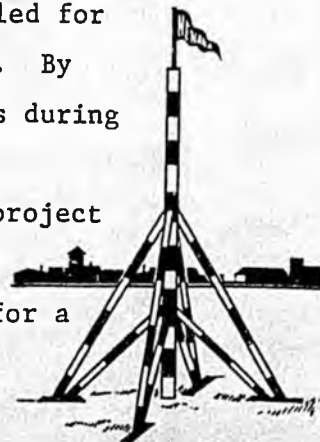
Attached you will find a copy of correspondence from David Truax, DOT/PF, Division of Planning, Northern Region that serves to expand on the assumptions made to arrive at a cost per mile of \$200,000.

In his letter, Dave comments that ---- "our costs to construct a road would likely be higher than yours. This is because the State DOT/PF must adhere to AASHTO standards ---". In addition, I would add the following comments as to why the City of Nenana is likely to be able to construct roads for lower per mile costs than those indicated by DOT/PF:

FIRST - The City's method of approach to a project would be the "force account" method. This allows the City to act as the "contractor", whereby the City assumes any "risk" associated with the performance on a job. Also the City, by acting as it's own contractor, eliminates the "profit" factor which any private sector contractor would normally include in its contract unit bid prices and in any "change orders" to the contract.

SECOND - The City of Nenana, again as its own contractor, can schedule the work on a project so as to take advantage of competitive bidding climates and slack seasons. For example, for building roads to the Two Mile Lake Agricultural Project, construction was scheduled for the winter months when typically construction equipment is idle. By doing this we achieved the benefit of low equipment rental rates during the off season.

From experience on the Two Mile Lake Ag road construction project where we are building a typical "pioneer" road for approx. \$70,000 per mile, it is evident that the above two items allow for a drastic reduction in per mile construction costs.



In addition, and specific to, the proposed Totchaket road project,

THE FOLLOWING ITEMS ARE COMPLETE:

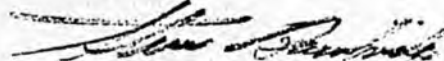
1. Surveying and Design of the roads and bridges was accomplished with funds received during First Session of the Twelfth Legislature (CSSB222)
2. Right-of-way acquisition complete
Right-of-way Plats filed and recorded
3. Right-of-way partially cleared

IN CONSLUSION, all the above factors should allow the City of Nenana, acting under a "T.O.R.A." with DOT/PF, to accomplish the first seven miles of road construction at \$90,000 per mile (TOTAL \$630,000) The other \$400,000 in the line item appropriation of \$1,030,000 for Road Construction was to allow for the upgrading of an additional 20 miles of road to the west at \$20,000 per mile. (Note: This 20 miles is already cleared and driveable!)

IT SHOULD BE EMPASIZED that the main thrust of this project is the first seven miles of road and the bridges. The money requested is sufficient to accomplish this.

Please call me at 832-5501 should you require additional information.

Sincerely,



Steve Bainbridge, P.E.
City of Nenana

cc Commissioner Richard Knapp, Pouch Z, Juneau, Alaska 99811
Susan Fleischhauer, Pouch Z Juneau, Alaska 99811
Jon Widdis, 600 University Ave, Suite B, Fairbanks, Alaska 99701
Dave Truax, 600 University Ave, Suite B, Fairbanks, Alaska 99701
Bob Thomas, Box 80783, Fairbanks, Alaska 99701

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DIVISION OF PLANNING, NORTHERN REGION

BILL SHEFFIELD, GOVERNOR

600 University Avenue, Suite B
Fairbanks, Alaska 99701
(907) 479-4211

February 5, 1985

Re: Totchaket Resource Area Roads

Steve Bainbridge
City Engineer
City of Nenana
P.O. Box 70
Nenana, Alaska 99760

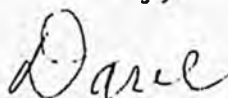
Dear Steve:

Enclosed is a copy of the typical section and computations we used to arrive at our construction cost estimate for an 18' wide access road in the Totchaket resource area. As you know this cost estimate was provided to Senator Coghill by letter on January 25, 1985.

As I mentioned to you during our February 5, 1985, telephone conversation, wherein you requested the enclosed materials, our costs to construct a road would likely be higher than yours. This is because the State DOT&PF must adhere to AASHTO standards, which may not necessarily be true for road construction done by the City of Nenana.

If you have any questions regarding the computations or the typical section please contact Dan Sterley at our Design Section. He can be reached at 452-1911.

Sincerely,



David W. Truax
Southern/Interior Planner

DWT:tc

cc: Susan Fleischhauer, Legislative Liaison, Headquarters
Dan Sterley, Design, Northern Region

State of Alaska
 Department of Transportation
 & Public Facilities
 Interior Region

Project No. _____

Project Name _____

Calc. by DISNEY Date 7-6-66

Checked by _____ Date _____

Computations

For VENANAH AG. ROADS - TOTCHAKET AREA

RESOURCE DEVELOPMENT ROAD - DESIGN CRITERIA

DESIGN SPEED - 40 MPH

STOPPING SIGHT DISTANCE - 325 FT. MINIMUM

PASSING SIGHT DISTANCE - 1500 FT. MINIMUM

MAXIMUM GRADE 7% ASSUMING LEVEL TERRAIN

MAXIMUM SUPERELEVATION 6%

WIDTH OF TRAVELED WAY FOR TWO LANE AREA ROAD - 18 FT.

SHOULDER WIDTH - 2 FT.

TOTAL WIDTH - 22 FT.

HORIZONTAL CURVE RADIUS - 750 FT.

DEGREE OF CURVE - 7.5°

State of Alaska
 Department of Transportation
 & Public Facilities
 Interior Region

Computations

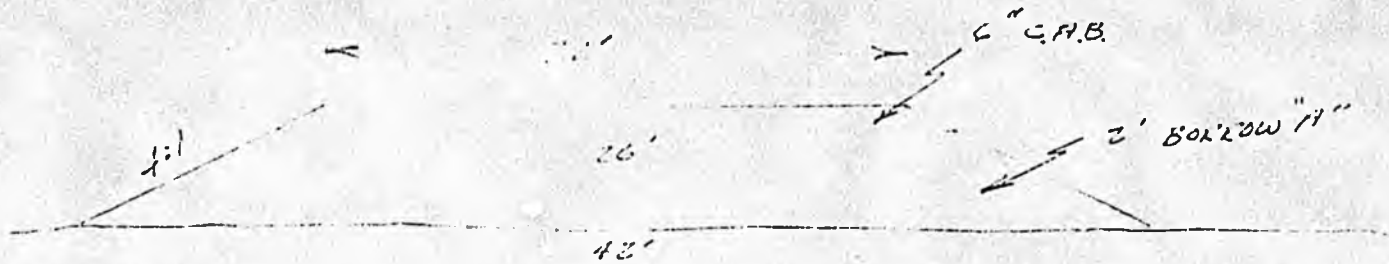
Project No. _____

Project Name _____

Calc. by R. S. S. S. S. Date 2-6-57

Checked by _____ Date _____

For REVISION 1957



QUANTITIES

BORROW "H" $(.22' + .26') (2') (5280') (22.8 \text{ mi}) \div 27 \frac{\text{cu yd}}{\text{ft}^3} (= \frac{\text{TON}}{\text{cu yd}}) = 606,500 \text{ TONS}$

C.F.B. $(.06' + .26') (\frac{1}{2}') (5280') (22.8 \text{ mi}) \div 27 (2) = 107,000 \text{ TONS}$

CONCRETE PIPE, 36" DIA., EVERY 500 FT = 7200 L.F.

COST

BORROW "H" 606,500 TONS @ \$3.50/TON = 2,125,000

C.F.B. 107,000 TONS @ \$12.00/TON = 1,284,000

CONCRETE PIPE 7200 L.F. @ \$40.00/L.F. = 368,000

3,775,000

+ 5% CONTINGENTS

189,000

3,964,000

+ 5% PRELIMINARY ENGR

198,000

4,162,000

+ 10% CONSTRUCTION ENGR

476,000

4,638,000

4,638,000 = 22.8 - 208,500/MI

RESOLUTION 83-02

WHEREAS: the Nenana - Totchaket Agricultural Project is of vital importance to the future economic base of the Municipality of Nenana; and

WHEREAS: the access roads and bridges within the project area are necessary for the project to proceed on schedule; and

WHEREAS: the support of the Alaska Department of Transportation and Public Facilities (DOTPF) for legislative capital funding for these access facilities is desired; and

WHEREAS: the DOTPF is concerned about the impact these roads could have upon the DOTPF maintenance budget; and

WHEREAS: the Municipality of Nenana has road powers and the authority to assume maintenance responsibilities for roadway maintenance; and

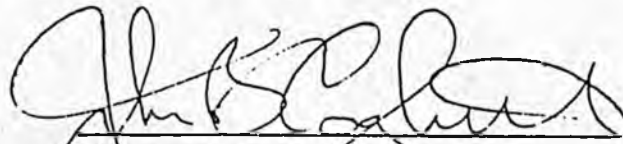
WHEREAS: AS 19.30.211 (a) provides the DOTPF an ideal vehicle to transfer this maintenance responsibility; and

WHEREAS: the Municipality of Nenana is willing to assume this maintenance responsibility;

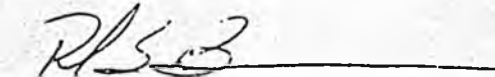
NOW THEREFORE let it be known that the Municipality of Nenana assumes the maintenance obligations for the Nenana - Totchaket Agricultural Project access roads.

ADOPTED AND APPROVED by the Municipal Assembly of the Municipality of Nenana, Alaska this 12 day of April, 1983 by an affirmative vote of 5 to 0.




John B. Coghill, Mayor

Introduced: 4/12/83
Adopted: 4/12/83
ATTEST: 4/12/83


Rick S. Brewer, Municipal Clerk

Land Disposal - Totchaket

NORTHERN REGION PROPOSED FY 87 DISPOSAL PROJECTS

AGRICULTURAL SALES

<u>Name</u>	<u>Gross Acres</u>	<u>Net Acres</u>	<u>Lot Size (acres)</u>
French Creek Ag.	2,680	2,680	Undetermined
*Goldstream Ag.	13,600	6,500	Undetermined
Totchaket Ag.	<u>8,000</u>	<u>8,000</u>	Undetermined
TOTAL	24,280	17,180	

*The disposal will be split between FY 86 and FY 87 with a total offering of 13,600 acres. Approximately 6,500 acres will be offered in FY 87. The project will contain homesteads and agricultural sales.

Current to: November 16, 1984

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STEPPE HOMESTEAD

FBKS C-5

T. 4S., R. 9W., F.M.



TOTCHAKET AG

T. 4S., R. 3&9W., F.M.



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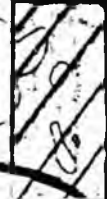
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NORTH COMMISSION TRAIL



Rin

ACCESS RT.

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NENANA
AMI.

Middle

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West

East

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NENANA
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