

ALPHA UNIT 1100  
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3155  
HT 72 - HB 98

3155

Figure 12

Formulas Used to Determine Grain Transport Costs

Fixed Costs/Per Bushel:

$$\frac{\text{Fixed Costs} \times \text{Number of Trucks}}{\text{Total Harvest}}$$

Variable Costs/Per Bushel:

$$\frac{\text{Variable Costs} \times \text{Trip Miles}}{\text{Bushels Per One Trip}}$$

Trips Possible:

$$\text{Hours in Workday} \div \frac{\text{Trip Miles}}{\text{Avg. Speed}} + 20 \text{ Minutes (Loading and Unloading)}$$

Labor Costs/Per Bushel:

$$\frac{12.50 \times \text{Hours in Workday}}{\text{Bushels Hauled/Per Day}}$$

Home storage costs were adjusted for inflation in the following manner:

$$\begin{aligned} \text{Cost in 1976 (Washington State)} &= 8\text{¢/Bu} \\ &\quad \times 1.61 \text{ (rate of inflation 1976 - 1980)} \\ &= 12.88\text{¢/Bu or approximately } 13\text{¢/Bu in 1980} \end{aligned}$$

farmer. It was also determined that use of the 5 ton truck under Scheme I was the most cost effective vehicle, particularly when the farmers' labor replaced hired labor.

Scheme I examined the costs involved in hauling grain direct, farm to elevator. Costs were determined for distances of 14, 18, 22 and 26 miles. Costs of commercial trucking were found to be competitive and were much lower than costs involved in hiring a driver. With the flexibility of home storage and the options of commercial hauling, farmers labor, or hired labor; this scheme offers the most economical and cost effective method in transporting grain from the farm to the market. Table I presents the results of analysis under Scheme I.

Scheme II included a transfer point in the middle of the project. In this instance, costs were determined for the 2.5 and 5 ton trucks for distances of 1, 3, 5 and 7 miles from the transfer point. From that point, the grain would have to be transported 19 miles to the railhead in Nenana. It was determined that, at least initially, commercial trucking would be more cost effective for the 19 mile haul. If, in the future, cooperatively owned trucks could be utilized for activities other than grain hauling; fixed costs assigned to that purpose could be significantly reduced. Overall, Scheme II had drawbacks causing its higher costs. The transfer point offers no real advantage to a farmer with home storage as transportation costs direct to Nenana are still less after paying the additional transport costs and main elevator handling fees. Table J presents the results of analysis under Scheme II.

Scheme III was basically the same as Scheme II but in this instance, there was no home storage. Without home storage several constraints are placed on the farmer. Assuming a combine operating 10 hours per day, 4,000 bushels of grain could be made available for transport. This grain would have to be transported to either the transfer site or the main elevator in Nenana. The farmer would not be able to take advantage of any price fluctuations and would most likely have to hire labor. The results of analysis under Scheme III are presented in Table K.

Scheme IV assumed no home storage and no transfer site. Under these conditions two 2.5 ton trucks would be required to handle the daily harvest.

This would increase both fixed and labor costs if those vehicles were used. At distances of 22 miles for 2.5 ton trucks and 26 miles for one ton trucks, the daily harvest would have to be limited to the trucks daily hauling capacity. Again, while this is the least costly of the alternatives analyzed, it offers no long term economic advantages or flexibility and severely constrains the farmers harvest operations in ways similar to those outlined in Scheme III. The results of analysis under Scheme IV are presented in Table L.

### Summary and Conclusions

The analysis of alternative transportation schemes indicated a wide range of methods and equipment handling grain between the field and main elevator in Nenana. It was determined that a 5 ton truck hauling from home storage directly to Nenana, using the farmers own labor most effectively reduced transport costs, while offering the greatest long term economic benefits and flexibility to the farmer. A transfer point in the initial project area was found to be uneconomical and direct haul with home storage was still more cost effective at distances up to 50 miles from the main elevator.

It should be noted that road quality is significant in its affect on vehicle operating costs. AASHTO studies indicate that there is a 30% savings between vehicle operation on pavement and crushed gravel and up to 60% savings between pavement and unsurfaced roads.<sup>1</sup> It is imperative therefore, based on user economics, that a good quality access road be built and maintained in the project area.

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<sup>1</sup>American Association of State Highway and Transit officials, "A Manual on User Benefit Analysis of Highway and Bus-transit Improvements", Washington, D.C., 1960. Assume 0-3 percent grade, 35 mph vehicle running speed.

Table I

## Scheme I - Direct Haul: Farm to Elevator

Vehicle	Distance	Trips Per Day	Bushels Hauled/ Day	Fixed Costs	Variable Costs	Labor Costs	Home Storage	Elevator Fee	Total ¢/Bu	Total Without Labor
A	14	9	2700	.01	.025	.046	.13	.12	33.1	28.5
	18	7	2100	.01	.032	.059	.13	.12	35.1	29.2
	22	6	1800	.01	.039	.069	.13	.12	36.1	29.9
	26	5	1500	.01	.047	.083	.13	.12	39.0	30.7
B	14	9	6300	.021	.015	.020	.13	.12	30.6	28.6
	18	7	4900	.021	.019	.025	.13	.12	31.5	29.0
	22	6	4200	.021	.023	.030	.13	.12	32.4	29.4
	26	5	3500	.021	.027	.036	.13	.12	33.4	29.8
C	14	9	9450	.14	.029	.013	.13	.12	43.2	41.9
	18	7	7350	.14	.037	.017	.13	.12	44.4	42.7
	22	6	6300	.14	.046	.020	.13	.12	45.6	43.6
	26	5	5250	.14	.054	.024	.13	.12	46.8	44.4
<hr/>										
	Distance	Trips	Bushels	Bush- els/Hr.	Hours/ Harvest	Cost/ Harvest	Cost/ Bu.	Home Storage	Elev.	Total
C o m m e r c i a l	14	7	7350	919	78	4992	.07	.13	.12	32.0
	18	6	6300	788	91	5824	.08	.13	.12	33.1
	22	5	5250	656	109	6976	.097	.13	.12	34.7
	26	4	4200	525	137	8768	.122	.12	.12	37.2

Table J  
Scheme II - Home Storage With Transfer Point in Project

Vehicle	Distance to Transfer	Trips	Bushels/Day	Fixed Costs	Variable Costs	Labor	Home Storage	Transfer	Commercial Haul	Elevator Fee	Total ¢/Bu	Total Without Labor
A	1	25	7,500	.01	.002	.017	.13	.12	.08	.12	47.9	46.2
	3	20	6,000	.01	.005	.021	.13	.12	.08	.12	48.6	46.5
	5	16	4,865	.01	.009	.026	.13	.12	.08	.12	49.6	46.9
	7	13	3,900	.01	.013	.032	.13	.12	.08	.12	50.5	47.3
B	1	25	17,500	.021	.001	.007	.13	.12	.08	.12	47.9	47.2
	3	20	14,000	.021	.003	.009	.13	.12	.08	.12	48.3	47.4
	5	16	11,200	.021	.005	.011	.13	.12	.08	.12	48.7	47.6
	7	13	9,100	.021	.007	.014	.13	.12	.08	.12	49.2	47.8

Table K

Scheme III - No Home Storage. Transfer Point in Project

Vehicle	Distance to Transfer	Trips	Bushels/ Day	Fixed Costs	Variable Costs	Labor Costs	Transfer	Commercial Haul	Elevator	Total ¢/Bu
A	1	13	4000	.01	.002	.016	.12	.08	.12	34.6
	3	13	4000	.01	.005	.02	.12	.08	.12	35.5
	5	13	4000	.01	.009	.025	.12	.08	.12	36.4
	7	13	4000	.01	.013	.03	.12	.08	.12	37.3
B	1	6	4000	.021	.007	.016	.12	.08	.12	36.4
	3	6	4000	.021	.009	.02	.12	.08	.12	37.0
	5	6	4000	.021	.012	.025	.12	.08	.12	37.8
	7	6	4000	.021	.014	.03	.12	.08	.12	38.5

Table L

Scheme IV - No Home Storage, No Transfer

Vehicle	Distance	Trips	Bushels Hauled	Fixed Costs	Variable Costs	Labor Costs	Elevator Fee	Total ¢/Bu
A	14	14	4000	.02	.025	.046	.12	21.1
	18	14	4000	.02	.032	.059	.12	23.1
	22	12	3600	.02	.039	.069	.12	24.8
	26	10	3000	.02	.047	.083	.12	27
B	14	6	4000	.021	.015	.02	.12	17.6
	18	6	4000	.021	.019	.025	.12	18.5
	22	6	4000	.021	.023	.03	.12	19.4
	26	5	3500	.021	.027	.036	.12	20.4
C	14	4	4000	.14	.029	.013	.12	30.2
	18	4	4000	.14	.037	.017	.12	21.4
	22	4	4000	.14	.046	.02	.12	32.6
	26	4	4000	.14	.054	.024	.12	33.8

APPENDIX I  
REQUEST FOR PROPOSAL SENT TO VARIOUS ALASKAN PORTS

REQUEST FOR PROPOSAL  
FOR  
GRAIN EXPORT TERMINAL

The State of Alaska, Special Projects Office, is submitting this request for proposal. Our intention is to construct a permanent facility for the exportation of Alaskan produced grains.

The following information will be required in the proposal for our analysis:

1. Financial committment possibilities
  - a. development incentive on real estate taxes
  - b. direct complete or partial financing of the facility
  - c. bond issuing authority for construction costs
  - d. moratorium on interest and other payments until facility becomes economically viable
2. Location
  - a. acreage of proposed site
  - b. availability
  - c. site development cost
  - d. expansion area
  - e. site accessability
  - f. proximity to available dock space
3. Water depth
  - a. at dock
  - b. in approach channel
4. Wharfage charges

APPENDIX II  
MASTER APPLICATION-ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION  
MASTER APPLICATION - INFORMATION SHEET  
Environmental Procedures Act, AS 46.35

GENERAL INFORMATION

The master application serves as a notice of intent to the State of a proposed project by an applicant. This form was designed to include a broad range of State and local government interests, therefore, many of the questions may not apply to your proposed project. Please read this application before completing it. Answer all questions pertaining to your proposed project. Any missing or misleading answers may delay the processing of your application. Complete a site diagram of the project and submit it with your signed application to one of the Permit Information Centers listed below.

Alaska Permit Information Center  
Department of Environmental Conservation  
437 "E" Street, Second Floor  
Anchorage, Alaska 99501  
Telephone: (907) 279-0254

Alaska Permit Information Center  
Department of Environmental Conservation  
675 7th Avenue, P.O. Box 1601  
Fairbanks, Alaska 99707  
Telephone: (907) 452-2340

Alaska Permit Information Center  
Department of Environmental Conservation  
Pouch O, 3220 Hospital Drive  
Juneau, Alaska 99811  
Telephone: (907) 465-2615

GENERAL PROCEDURES FOR PROCESSING APPLICATIONS UNDER AS 46.35

Upon receipt of the master application in a permit center, the following steps are taken:

Master Application

1. Copies of the master application and the site diagram are sent for review to all State departments and any municipality where the project is located. A statement is requested regarding agency jurisdiction and any permits that may be required for the proposed project.
2. These agencies must respond to the permit center within 15 days. If the agencies have any jurisdiction over the project and require a permit, they will submit their individual applications to the permit center with a statement of whether a hearing is required.

Individual State & Local Permit Applications

1. The permit center will send the individual applications to the applicant for completion. Completed applications and required fees should be returned to the permit center.
2. The returned applications and fees will be sent to the proper agencies. The permit center will make the arrangements for a public hearing on the project, if a hearing is required. Within 30 days receipt of the last applications, the permit center will have a notice published once a week for three consecutive weeks. The applicant will be required to pay for the publication of these notices.
3. The public hearing will be held in or near the municipality where the major part of the proposed project is located. This hearing will be held within 20 to 30 days of the last publication of the notice. Members of the public and the applicant may be present. Any State agency that requires a permit for the project shall be represented at the hearing.
4. At the close of the hearing, the chairman will establish a date (within 90 days from the hearing date) for the final decisions on all applications on the project. The final decisions will be submitted to the Department of Environmental Conservation. They will be incorporated into one document and submitted to the applicant personally or by certified mail.

INTERIM MASTER APPLICATION

Permit Information Center  
Alaska Department of Environmental Conservation

MASTER APPLICATION

NO. \_\_\_\_\_

CERTIFICATION

(to be completed by local government)

I hereby certify the project described herein is in compliance with all zoning ordinances and associated comprehensive plans administered by

CITY OF NENANA, ALASKA

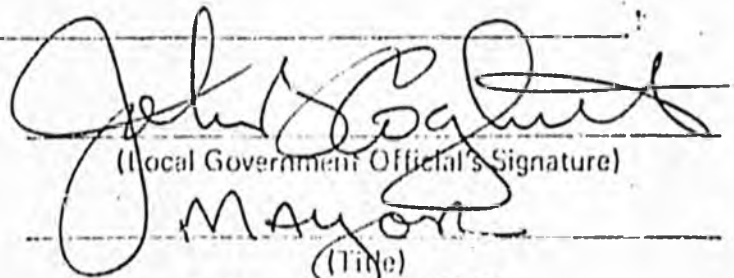
(Local Government Official's Signature)

Mayor, City of Nenana

(Title)

(Date)

I hereby certify the property described in Section II is not under the jurisdiction of any zoning ordinance or associated comprehensive plan administered by \_\_\_\_\_

  
(Local Government Official's Signature)

Mayor  
(Title)

11-13-80

(Date)

I. Applicant Information

A. Name of Applicant: CITY OF NENANA, ALASKA

Address: \_\_\_\_\_  
(Street Number or R.F.D.) (City) (State) (Zip Code)

Phone Number: 832-5441

B. Consultant or Contact Person: ALASKA TRANSPORTATION CONSULTANTS, INC.

Address: 212 C Wedgewood Drive, Fairbanks, Alaska 99701  
(Street Number or R.F.D.) (City) (State) (Zip Code)

Phone Number: 456-1967

II. Activity Location

A. Location of Work (smallest legal subdivision): West of the City of Nenana at the Nenana River, East Middle River, and West Middle River bridge sites.

Within Section 15-23, Township 4 S, Range 3 W

B. Distance and direction from nearest incorporated town or city:

Four and one-half (4½) W. of City of Nenana

Right-of-way, 200 feet wide to the West Middle River bridge site per project diagram.

III. General Activity Description

A. Beginning Construction Date: January 1, 1981 Completion Date: February 15, 1981

B. Description of Project (describe the project objectives, purpose and need): \_\_\_\_\_

Determine alignment of bridges across the three (3) above rivers; also alignment of road between bridge sites.

C. Description of Work (describe the project construction and operation): \_\_\_\_\_

Drilling test holes 10-20 feet deep, each one-fourth (¼) mile, along road alignment. Drilling test holes at bridge piling sites, one of which will be at least one hundred (100) feet deep. Survey alignment of road with bridge.

#### IV. SPECIFIC ACTIVITY DESCRIPTION

A. The construction or operation of this project involves: (check all appropriate boxes).

- Commercial development
- Industrial development
- Institution
- Residential development

Above checked development includes:

- Electrical
- Plumbing
- Elevator
- Mechanical equipment in structures
- Boiler
- Pressure vessels
- Pressure piping
- Prefabricated structures

Sewage disposal:

- Septic tank and drainfield installation or alternative disposal system
- Connection to municipal sewer system
- Develop or connection to nonmunicipal sewer system
- Connection to municipal water system
- Develop or connection to nonmunicipal water system
- School water supply
- Surface mining (including rock quarry, material borrow site, sand and gravel, etc.)
- Underground mining
- Dredging
- Oil and gas drilling and exploration
- Geothermal drilling and exploration
- Well injection
- Well construction
- Fireworks
- Marine facility (access, dock, float, etc.)
- Explosives
- Disposal of surplus mineral resources

Food service facilities:

- Restaurant
- Temporary
- Limited service restaurant
- Commissary
- Food vending machine
- Vending machine
- Mobile unit(s)
- Shellfish distributors
- Snacker packers
- Harvesters

- Swimming pool
- Health facility (hospital, inpatient care, nursing home, etc.)
- Home for aged
- Group care home
- Child care agency
- Day care facility
- Post-secondary education facility at a new location
- Junkyard
- Alcohol or alcoholic beverages (industrial, manufacture, wholesale, retail)
- Hydraulic structure
- Irrigation, drainage
- Hydroelectric facilities
- Mobile home park
- Airfield construction or modification
- Advertising signs
- Cultural site development
- Pneumatic conveyance facilities
- Liquid petroleum gas
- Flammable and/or combustible liquids
- Shore-based handling devices
- Excavation
- Land leveling
- Stream bed alteration, movement of material within banks
- Flood control project (stream channelization)
- Agriculture
- Aquaculture
- Backload
- Burning
- Dam construction
- Forest management
- Tree cutting
- Right of way clearing
- Gravel operation
- Road construction
- Solid waste disposal
- Utilities
- Port Development
- Propagation of fish or wildlife
- Landfill
- Tourist facilities (hotel, motel, recreational park, organization camp, picnic park, mass gathering)
- Other Preliminary geotechnical and survey.

No

B.   All or a portion of the activity will be located within 200 feet of the or \_\_\_\_\_ water  
mark or within the floodplain of \_\_\_\_\_, XXXXXXXXXXXX  
(name of stream or body of water)

NENANA RIVER, EAST MIDDLE RIVER, WEST MIDDLE RIVER \_\_\_\_\_; a tributary(s)  
(name of stream or body of water)  
of the Tanana River.

C. Work will be conducted (include anticipated dates work will take place)

Over Water JANUARY 1, 1981 --- FEBRUARY 15, 1981 \_\_\_\_\_  
(dates)

In or under water JANUARY 1, 1981 --- FEBRUARY 15, 1981 \_\_\_\_\_  
(dates)

D.   The proposed work will be vented or will release materials into the air. (explain)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

E.   Will the construction or use of the final facility result in the discharge of a pollutant? Into:

- Ground water
- Surface water
- Sewer system

Explain (pollutant): \_\_\_\_\_

F.   Will your proposal include facilities for the disposal of sewage?

- Septic Tank and Drainfield Installation
- Connection to Municipal sewer system
- Develop a Nonmunicipal (individual) treatment facility

G.   Will construction or operations of the final facility involve the use of ground or surface water?

- SOURCE
- Ground water
  - Surface water

- USE
- Domestic Use
  - Commercial/Industrial Use
  - Other \_\_\_\_\_

Quantity of water use: \_\_\_\_\_ cfs, or \_\_\_\_\_ gpm.

if surface water, name of source: \_\_\_\_\_,  
(stream or body of water)

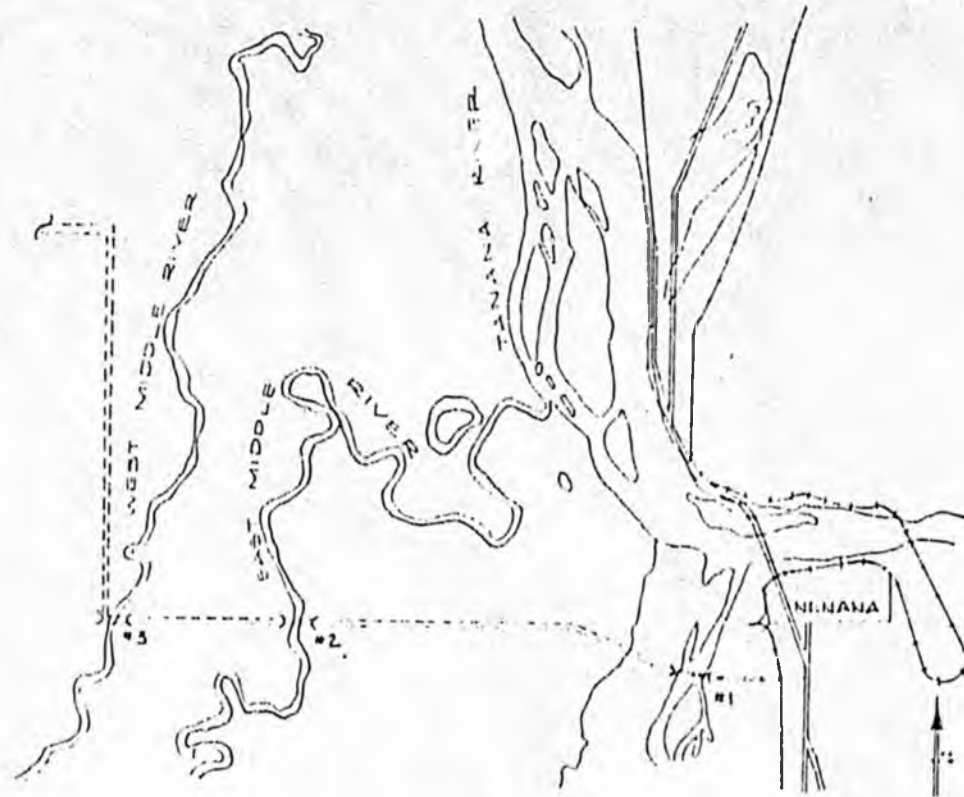
a tributary of \_\_\_\_\_  
(name of stream or body of water)

Yes No

- H.   Will your proposal include facilities for public water supply?  
 Connection to Municipal supply system  
 Develop a Nonmunicipal (individual) supply system
- I.   Will your proposal require the construction or modification of a dam for the storage of water?  
Height of dam: \_\_\_\_\_ feet.  
Quantity of water to be stored: \_\_\_\_\_ acre feet.
- J.   Do you plan to dispose of material by burning?  
 Natural material (organic)  
 Man-made material (processed)
- K.   Do you plan to dump any mill waste or forest debris?
- L.   Do you plan to conduct a commercial operation with power driven machinery in dead or down timber?
- M.   Do you propose to remove more than 10,000 tons or disturb more than two acres of land in order to remove gravel, clay, coal, stone, sand, metallic ore, or any other similar solid material or substance to be excavated from natural deposits on or in the earth for commercial, industrial, or construction uses?
- N.   Do you plan to conduct any activity on or directly pertaining to forest land and related to growing, harvesting or processing timber including: road and travel construction; timber harvest; precommercial thinning; reforestation; fertilization; prevention and suppression of diseases and insects; salvage of trees; right-of-way clearing; or brush control?
- O.   Do you plan to recover stray logs, other than logs owned by you, from waters of the State?
- P.   Does your proposal involve work within, adjacent to, or near a state park?
- Q.   Do you have control of the land on which the project is located? Who does?  
 I own/control the land.  
 I control the land through a license from a private individual/company.  
 The State owns the land.  
 Federal land.  
 Locally owned land.

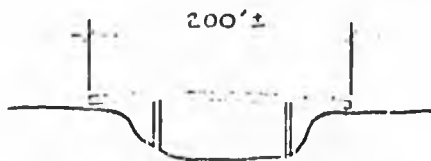
V. PROJECT DIAGRAM

Show the general area involved by the project. Include the proposed project improvements, existing topography, streams or bodies of water, landmarks, property lines, north arrow, scale, etc. (include additional pages if necessary)

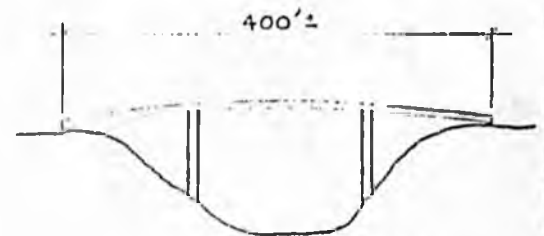


LOCATION MAP

SCALE 1" = 1 MILE



TYPICAL BRIDGE 2 & 3  
N.T.S.



TYPICAL BRIDGE 1  
N.T.S.

VI. ENVIRONMENTAL IMPACT

- Yes No  
A.   Have you been asked to complete an "Assessment of Environmental Impact"? (If completed, please attach a copy.)
- B.   Has an "Environmental Impact Statement" been requested before you begin your project? (If completed, please attach a copy.)
- C. Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The information given on this application is complete and accurate to the best of my knowledge and belief.

  
\_\_\_\_\_  
(Applicant's Signature)

11-15-80  
\_\_\_\_\_  
(date)

APPENDIX III  
SECTION 46.35.030-46.35.210 ALASKA STATUTES

Sec. 46.35.030. Master application. (a) A person proposing a project which requires the issuance of one or more permits may submit a master application to the department requesting the issuance of all permits and documents necessary before the construction and operation of the project in the state. The master application shall be on a form established by the department and shall contain sufficient information as to the location and the nature of the project, including discharge of wastes and use of or interference with natural resources of the state.

(b) Upon receipt of a properly completed master application, the department shall immediately forward a copy of the application to all heads of executive departments of the state and the chief elected official of all municipalities in which a portion of the project is proposed to be constructed, together with the date by which the agency shall respond to the master application.

(c) Each agency notified shall respond in writing to the department by the specified date, not exceeding 15 days from receipt, as determined by the department, advising

(1) whether the agency has an interest in the master application;

(2) if the response to (1) of this subsection is affirmative, the permit program under the agency's jurisdiction to which the project described in the master application is pertinent; and

(3) whether, in relation to the master application, a public hearing as provided in §§ 50 and 60 of this chapter would be in the public interest.

(d) Each notified agency which (1) responds within the specified date that it does not have an interest in the master application; or (2) does not respond as required within the specified date may not subsequently require a permit of the applicant for the project described in the master application unless the master application contained false, misleading, or deceptive information, or other information or lack of information which would reasonably lead an agency to misjudge its interest in the master application.

(e) The department shall submit application forms relating to permit programs identified in affirmative responses under (c) of this section to the applicant with a direction to complete and return them to the department within a reasonable time as specified by the department.

(f) When the applications, properly completed, have been returned to the department, each of the applications shall be transmitted to the appropriate state agency for the performance of its responsibilities of decision making in accordance with the procedures of this chapter. (§ 1 ch 60 SLA 1977)

Sec. 46.35.040. Withholding final permit. When it appears that the applicant does not own or control the land or water necessary for the siting of the project in the master application, the department shall continue the proceedings under this chapter but may withhold the final permit until the applicant has obtained ownership or control of the land or water necessary for the site of the project. If the applicant has applied

for land or water necessary for the siting of the project from the state or a municipality of the state, the state agency or municipality shall promptly adjudicate the application for the land or water filed by applicant. (§ 1 ch 60 SLA 1977)

Sec. 46.35.050. Notice of proposed project. (a) The department, within 30 days after transmittal under § 30(f) of this chapter, shall cause a notice to be published at the applicant's expense once each week for three consecutive weeks in a newspaper of general circulation within each municipality in which the project is proposed to be constructed or operated. The notice shall describe the nature of the master application, including, with reasonable specificity, the project proposed, its location, the various permits or documents applied for, and the state agency having jurisdiction over each permit or document. Except as provided in (c) of this section, the notice shall also state the time and place of the public hearing which shall be scheduled not less than 20 or more than 30 days after the date of last publication of the notice. It shall further state that a copy of the master application and a copy of all applications for the project are available for public inspection in the regional office of the department nearest to where the project is proposed to be constructed or operated, as well as at the department office in the capital and any other locations the department may designate in the notice.

(b) If no part of the project is to be constructed or operated in a municipality, or if there is no regularly published newspaper of frequency at least weekly, the public notice shall be published in a newspaper in the judicial district in which the project is proposed.

(c) If the responses received by the department from state agencies under § 30(f) of this chapter unanimously state the position that a public hearing concerning a master application is not necessary in the public interest, and the department, after a careful evaluation, taking into consideration all interests involved, including the opportunity for members of the public to present views, agrees, the provisions of (a) of this section pertaining to the time and place of a public hearing shall not be included in the notice. In that case the notice shall state that members of the public may present their views and supporting materials in writing to the department regarding any of the permits applied for within 30 days after the last date of publication of the notice in a newspaper. (§ 1 ch 60 SLA 1977)

Revisor's note (1977). — AS 46.35.050(a), as it appeared in § 1, ch. 60, SLA 1977 (HCS CSSB 225), contained reference to "(b) of this section." This citation originally appeared in SB 227; however, the

subsection (b) referred to in that version became (c) of the final version of the bill as enacted. Consequently, the reference in (a) has been corrected to read "(c) of this section."

Sec. 46.35.060. Public hearing. (a) Except as provided in § 50(c) of this chapter, before a final decision is made on a permit application relating to a project subject to the procedures of this chapter, a public

hearing shall be held in or near the municipality in which all or a major part of the proposed project is to be constructed or operated, or, if the project is not to be constructed or operated in a municipality, the hearing shall be held at a location reasonably convenient to the site of the proposed project. The hearing shall be held in accordance with the notice given under § 50(a) of this chapter. At the hearing the applicant may submit any relevant information and material in support of his applications, and members of the public may present relevant views and supporting materials relating to any or all of the applications being considered.

(b) Each state agency having an application for a permit before it under § 50(a) of this chapter shall be represented at the public hearing by its commissioner or his designee. The commissioner of the department, his designee, or a hearing officer appointed by the governor, shall chair the hearing; however, the representative of any state agency other than the department within whose jurisdiction a specific application lies shall conduct the portion of the hearing pertaining to submission of information, views, and supporting materials which concern that application. The chairman may continue a hearing from time to time and place to place.

(c) No provisions of AS 44.62 apply to the hearing conducted under this section, and the hearing shall be conducted for the purpose of obtaining information for the assistance of state agencies and not as a trial or adversary proceeding.

(d) Federal and local government agencies may be represented at the hearings, at their option, by their chief executive officer or his designee.

(e) The hearing shall be electronically recorded, and copies of the recording shall be made available to state, federal and local agencies upon request. (§ 1 ch 60 SLA 1977)

Cross reference. -- See revisor's note to AS 46.35.050.

**Sec. 46.35.070. Final decision.** (a) Upon completion of the public hearing the chairman, after consultation with the state agency representatives, shall establish the date by which all state agencies shall forward their final decisions on applications before them to the department. The date established shall be within the following 90-day period after the public hearing.

(b) In a situation where a notice is provided under § 50(e) of this chapter, the department shall, 30 days after the last notice publication in the newspaper, submit a copy of all views and supporting material received by it to each agency as described in the notice as having an application before it. At the same time, the department shall notify each state agency, in writing, of the date by which final decisions on applications shall be forwarded to the department. That date shall be

no later than 90 days after the date of last publication of the notice, but may be extended by the department for reasonable cause.

(c) Each final decision shall state the basis for the conclusion together with a final order denying the application for a permit or granting it, subject to a condition of approval as the deciding agency may have the power to impose. An agency which denies an application shall, with its final decision denying the application, provide a written summary suggesting alternate means of completing the project, or, if no alternative is feasible, the agency shall provide a written summary of its reasons for that conclusion.

(d) As soon as all final decisions are received by the department under (b) and (c) of this section, the department shall incorporate them, without modification, into one document and transmit it to the applicant either personally or by registered mail.

(e) Each state agency having jurisdiction to approve or deny an application for a permit shall have the power vested in it before October 1, 1977 to make such determinations. Nothing in §§ 30 — 70 of this chapter lessens or reduces these powers, and §§ 30 — 70 of this chapter modify only the procedures to be followed in the carrying out of the powers.

(f) A state agency, in the performance of its responsibilities of decision making under this chapter, may request or receive additional information from an applicant and others before or after the public hearing. (§ 1 ch 60 SLA 1977)

Cross reference. — See revisor's note to AS 46.35.050.

**Sec. 46.35.080. Withdrawal of agency from participation.** (a) A state agency responding affirmatively under § 30(b) of this chapter may withdraw from participation in the processing provided in §§ 30 — 70 of this chapter at any time, by written notification to the department, if it subsequently appears to the state agency that it has no permit programs under its jurisdiction applicable to the project.

(b) A decision by a state agency to withdraw from the proceeding is irreversible, and the state agency may not subsequently require a permit of the applicant for the project described in the master application unless the master application contained false, misleading, or deceptive information, or other information or lack of information which would reasonably lead an agency to misjudge its interest in the master application. (§ 1 ch 60 SLA 1977)

**Sec. 46.35.090. Administrative and judicial review.** (a) A person aggrieved by a final decision issued under § 70(d) of this chapter may file a notice of appeal with the commissioner requesting an adjudicatory hearing within 30 days of transmittal of the final decision to the person. A failure to file a timely notice of appeal constitutes a waiver of the

person's right to review the final decision, unless the failure was due to circumstances beyond the applicant's control.

(b) The commissioner shall grant a request for an adjudicatory hearing within 20 days of filing of the notice of appeal if he determines that the notice raises a reasonable issue of fact or law material to the final decision.

(c) A hearing officer appointed under AS 44.62.350 shall preside at hearings under this section, rule on the admission and exclusion of evidence, advise the deciding officers on matters of law, and participate in posthearing deliberations.

(d) Appeals shall be heard jointly by the commissioner, or his designee, of each agency which rendered a final decision under § 70 of this chapter for which the person requesting the hearing is aggrieved. The commissioner, or his designee, of each agency shall decide only that portion of the appeal which involves his agency.

(e) The commissioner, after consultation with other state agencies and local governments, shall adopt regulations governing the conduct of adjudicatory hearings under this section. The commissioner may enter into cooperative agreements with local governments and federal agencies for the joint holding of adjudicatory hearings. To the extent feasible, regulations adopted under this section shall conform to adjudicatory hearing procedures for the review of permit decisions under AS 30.25 and AS 46.03. Notwithstanding AS 44.62.330(e)(4), adjudicatory hearing procedures to review permit decisions under this chapter, or under AS 30.25 or AS 46.03, need not conform to the Administrative Procedure Act (AS 44.62.330 et seq).

(f) A person aggrieved by a final decision of the commissioner under this section may appeal the decision to the superior court in the manner provided by AS 44.62.560 — 44.62.570. (§ 1 ch 60 SLA 1977)

**Sec. 46.35.100. Time.** It is the sense of the legislature that time is of the essence in the processing of applications under this chapter. Whenever a section in this chapter states a time within which an act or a review is to be completed, the legislature has determined that the time allotted is adequate for a responsive state agency or municipality to complete the act or review. If unusual conditions prevent this from happening, it is the sense of the legislature that minimum extensions of the period established in this chapter may be granted upon a determination that the delay occurred beyond the control of the reviewing agency or municipality. (§ 1 ch 60 SLA 1977)

**Sec. 46.35.110. Application.** Notwithstanding any other provisions of regulation or statute relating to the processing of application for permits, the procedures set out in this chapter are exclusive for applications filed under § 30 of this chapter. The procedures of this chapter are in lieu of any procedures otherwise provided by law or

regulations, and are to be followed by a state agency in ruling upon those applications. (§ 1 ch 60 SLA 1977)

**Sec. 46.35.120. Fee schedules.** Fee schedules previously established or authorized by law for an application for a permit continue to apply. The department shall collect the fees and forward them to the appropriate state agency. (§ 1 ch 60 SLA 1977)

**Sec. 46.35.130. Compliance with local zoning ordinances and plans.** (a) No permit for a project filed under § 30 of this chapter may be issued unless the application has provided a certification from the appropriate local government that the project is in compliance with the zoning ordinances and associated comprehensive plans administered by the local government regarding the project. If the local government has no such ordinances or plans, the local government shall certify that fact. A local government may accept applications for certification under this section and shall rule upon them within 30 days. A local government may impose stipulations of performance in its approval, but, upon certification, the local government may not change the zoning ordinances as to the proposed project until the procedures of this chapter, including an appeal, are completed.

(b) Approval of an application for certification as provided in this section shall not eliminate any requirements of ordinances administered by a local government. A ruling by local government denying an application for certification is not appealable under this chapter, except that the denial of an application for certification under (a) of this section does not preclude the applicant from filing an application under a different statute or procedure. (§ 1 ch 60 SLA 1977)

**Sec. 46.35.140. Applicability of other laws.** Nothing in this chapter modifies in any manner the applicability of a land use law or regulation or local zoning ordinances to land of a state agency. (§ 1 ch 60 SLA 1977)

**Sec. 46.35.150. Regulations and authorities.** The department may adopt regulations to implement the provisions of this chapter. (§ 1 ch 60 SLA 1977)

**Sec. 46.35.160. Permit requirement information centers.** (a) The department shall establish permit requirement information centers at the commissioner's office and in all of its regional offices and may enter into an agreement with the governing body of any municipality having a population of more than 1,000 persons to establish and maintain local information centers to provide information to the public, in readily understandable form, regarding the requirements of federal, state, and local governments for permits which must be acquired before initiating projects in this state and to provide assistance in the completion of permit applications.

(b) Each regional office of the department and other offices as the department may establish shall provide a master application to any

person requesting it. The department shall provide information, instructions, and assistance in the completion of a master application under this chapter to a person requesting assistance. (§ 1 ch 60 SLA 1977)

**Sec. 46.35.170. Conflicts and compliance with federal requirements.** (a) If any part of this chapter is found in conflict with federal requirements regarding the allocation of federal funds to the state, that part of this chapter is inoperative to the extent of the conflict regarding the agencies affected, and the determination shall not affect the operation of the remainder of this chapter.

(b) The department, to the extent necessary to comply with procedural requirements of federal law relating to permit systems operated by the state, may modify the notice, timing, hearing and related procedural matters provided in this chapter. (§ 1 ch 60 SLA 1977)

**Sec. 46.35.200. Definitions.** In this chapter

(1) "commissioner" means the commissioner of environmental conservation;

(2) "department" means the Department of Environmental Conservation;

(3) "local government" means a city or borough including a municipality unified under AS 29.68.240 -- 29.68.110;

(4) "permit" means each of the following licenses, permits or authorizations required to be obtained from a state agency before constructing or operating a project in the state, or any other license, permit or authorization which may be designated by the commissioner:

- (A) waste water disposal permit -- AS 46.03.100, 18 AAC 72;
- (B) solid waste disposal permit -- AS 46.03.100, 18 AAC 60;
- (C) air emissions permit -- AS 46.03.150, 18 AAC 50.120;
- (D) pesticides permit -- AS 46.03.320, 18 AAC 90;
- (E) surface oiling permit -- AS 46.03.740, 18 AAC 75;
- (F) open burning permit -- AS 46.03.020, 18 AAC 50.120;
- (G) anadromous fish protection permit -- AS 16.05.870, 5 AAC 95.100;
- (H) critical habitat area permit -- AS 16.20.250 -- 16.20.260;
- (I) state game refuge land permit -- AS 16.20.050 -- 16.20.060;
- (J) encroachment permit -- AS 19.25.200;
- (K) utility permit -- AS 19.25.010;
- (L) driveway permit -- AS 19.05.020, 17 AAC 10.020;
- (M) state park incompatible use permit -- AS 41.20.020, 11 AAC 18.010;
- (N) access roads permit -- AS 41.20.020, 11 AAC 18.020;
- (O) water well permit -- AS 31.05.030, 11 AAC 22.140;
- (P) brine or other salt water waste disposal permit -- AS 31.05.070 [AS 31.05.030], 11 AAC 22.250;
- (Q) coal development permit -- AS 27.20.010, 11 AAC 46.010;

(R) right-of-way and easement permits -- AS 38.05.330, 11 AAC 58.200;

(S) special land use permit -- AS 38.05.035, 11 AAC 58.210;

(T) tidelands permit -- AS 38.05.320, 11 AAC 62.710;

(U) tidelands right-of-way or easement permit -- AS 38.05.320, 11 AAC 62.810;

(V) limited personal use permit -- AS 38.05.320, 11 AAC 62.820;

(W) permit to appropriate water -- AS 46.15.040, 11 AAC 72.050;

(X) dam construction permit -- AS 46.15.040, 11 AAC 72.060;

(Y) preferred use permit -- AS 46.15.040, 11 AAC 72.160;

(Z) permit for use of timber or materials -- AS 38.05.110, 11 AAC 76.185;

(AA) authorization for tidelands transportation -- AS 38.05.110, 11 AAC 76.205;

(BB) special material use permit -- AS 38.05.115, 11 AAC 76.510;

(CC) mineral and geothermal prospecting permits -- AS 38.05.114;

(DD) tide and submerged lands prospecting permit -- AS 38.05.250;

(EE) surface use permit -- AS 38.05.255, 11 AAC 86.600;

(FF) burning permit during fire season -- AS 41.15.050, 11 AAC 92.910;

(GC) miscellaneous state land use permit -- AS 38.05.035, 11 AAC 96.010;

(HH) right-of-way permit -- AS 38.05.330;

(5) "person" means an individual, municipal, public, or private corporation, or other entity, and includes a state agency and a local government;

(6) "processing" and "processing of applications" means the entire process followed in relation to the making of decisions on an application for a permit and review of it as provided in §§ 30 -- 80 of this chapter;

(7) "project" means any new activity or expansion of or addition to an existing activity, fixed in location, for which permits are required before construction or operation;

(8) "state agency" means a state department, commission, board or other agency of the state; for the purposes of this chapter "state agency" also means a local or regional air pollution control authority established under AS 46.03.210. (§ 1 ch 60 SLA 1977)

Sec. 46.35.210. Short title. This Act may be cited as the Environmental Procedures Coordination Act. (§ 1 ch 60 SLA 1977)

## Chapter 40. The Alaska Coastal Management Program.

### Article

1. Development of Alaska Coastal Management Program (§§ 46.40.010 -- 46.40.090)
2. Coastal Management Programs in the Unorganized Borough (§§ 46.40.110 -- 46.40.180)
3. General Provisions (§§ 46.40.190 -- 46.40.210)

APPENDIX IV

DATA REQUIRED TO DETERMINE NAVIGABILITY OF A WATERWAY,  
CORRESPONDENCE RELATING TO U.S. COAST GUARD  
CLASSIFICATION OF EAST AND WEST MIDDLE RIVERS

DATA REQUIRED TO DETERMINE NAVIGABILITY OF A WATERWAY

1. Name
2. Tributary to
3. Physical characteristics
  - (a) Type of waterway (river, bay, slough, estuary)
  - (b) Length
  - (c) Width
  - (d) Depth at Mean High Water
  - (e) Drainage area
  - (f) Discharge volumes (maximum, minimum, mean)
  - (g) Cross-section or profile at proposed crossing
  - (h) Fall per mile
  - (i) Velocity of flow (maximum, minimum)
  - (j) Elevation of water surface at:
    - Design High Water (~~25-50~~<sup>100</sup> year flood)
    - Mean High Water (mean annual flood)
    - Mean Low Water (average low observed during navigation season)
  - (k) Extent of tidal influence
4. Past or present use of the waterway by boats, vessels, barges, rafts, canoes, etc.
5. Past or present use of the waterway for interstate commerce
  - (a) General types, extent and period of time
  - (b) Documentation, if necessary
6. Nature and location of significant obstruction to navigation
7. Length of time the waterway is open for navigation:
  - (a) Time of spring break-up
  - (b) Time of fall freeze-up
8. Description of any known proposed or completed projects to improve the condition of the waterway for navigation.
9. Pictures of the waterway in the vicinity of the proposed crossing at periods of high and low flow.
10. Pictures of any obstructions to navigation.



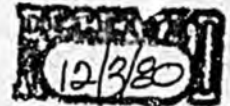
DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

Address reply to:  
COMMANDER (oan)  
Seventeenth Coast Guard District  
P.O. Box 3-5000  
Juneau, Alaska 99802  
(907) 586-7368

16590

26 NOV 1980

Alaska Transportation Consultants  
Attn: Mr. Edward Peebles  
212C Wedgewood Manor  
Fairbanks, AK 99701



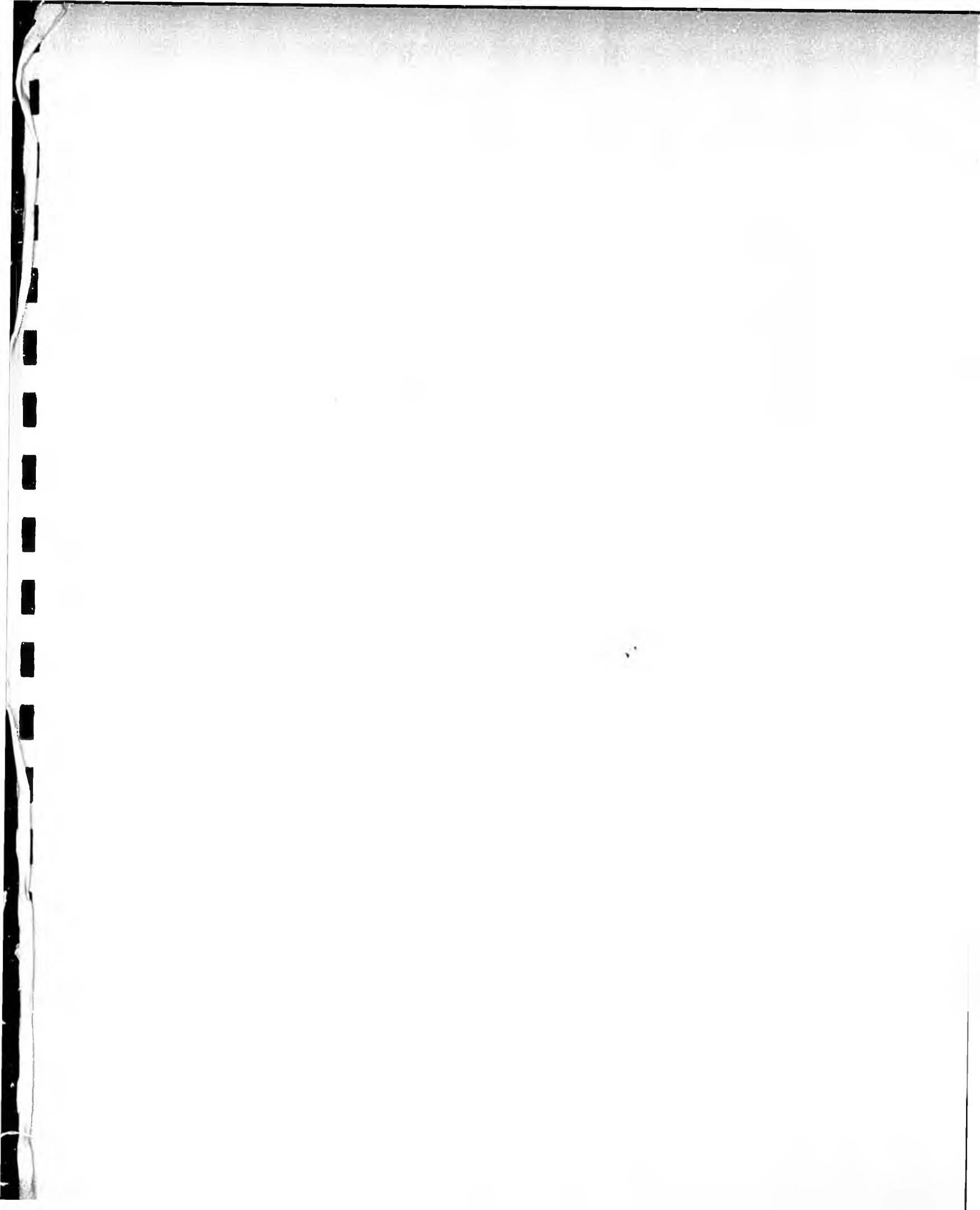
Dear Mr. Peebles

Thank you for your letter of 18 November 1980, with information on the East Middle River and West Middle River.

A further review of the information available shows that both the East Middle River and West Middle River are distributaries of the Nenana River, rather than independent streams. As such, they are also in the category of "Advanced Approval", and no bridge permits are required for these two waterways.

Sincerely,

W. M. MONCRIEF Jr.  
Commander, U.S. Coast Guard  
Chief, Aids to Navigation Branch  
By direction of the District Commander





# **FUNDING REQUEST: NENANA RIVER BRIDGE**

**CITY OF NENANA, ALASKA  
RESOURCE DEVELOPMENT PROJECT**



Peratrovich, Nollingham & Drage, Inc.  
Engineering Consultants

# Funding Request: Nenana River Bridge Crossing

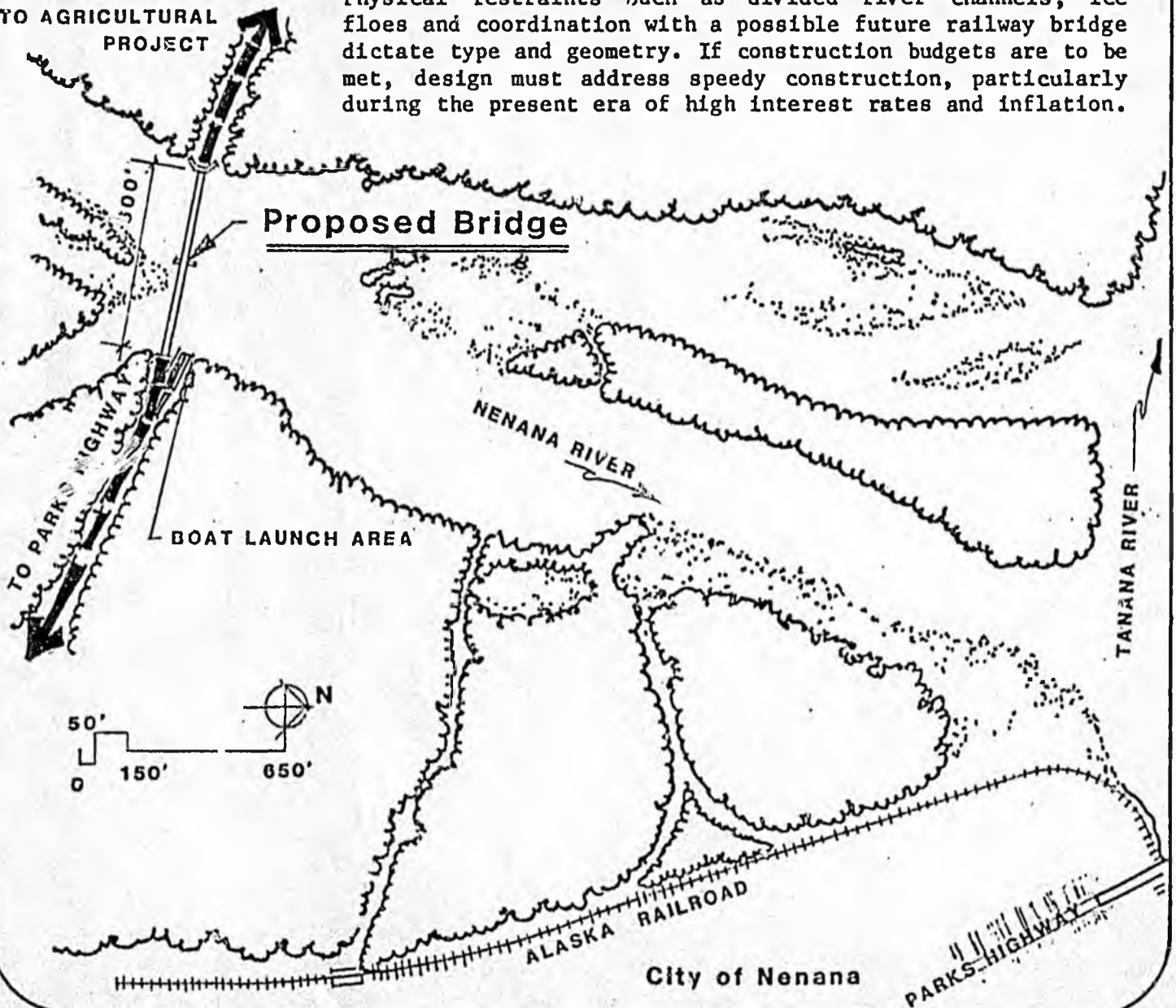
## CITY OF NENANA RESOURCE DEVELOPMENT PROJECT

### 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

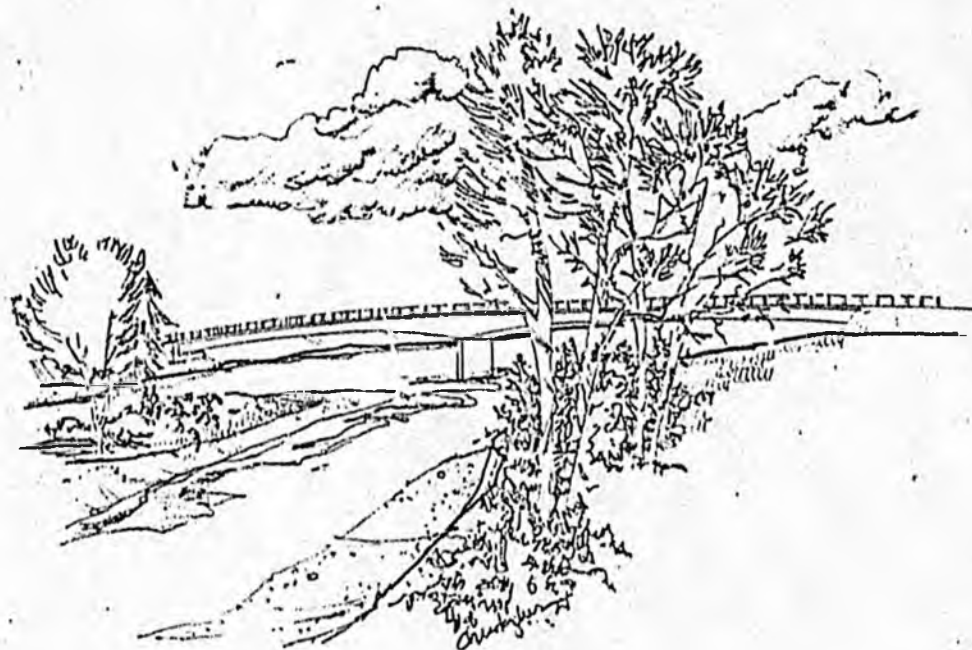


In order to achieve this goal a bridge type was chosen that allows the piers and abutments to be located out of the main river channels. Substructure design also allows the use of readily available materials which will further expedite the project and allow early construction during the winter when river flow is low and over ice access to piers and abutments is more convenient.

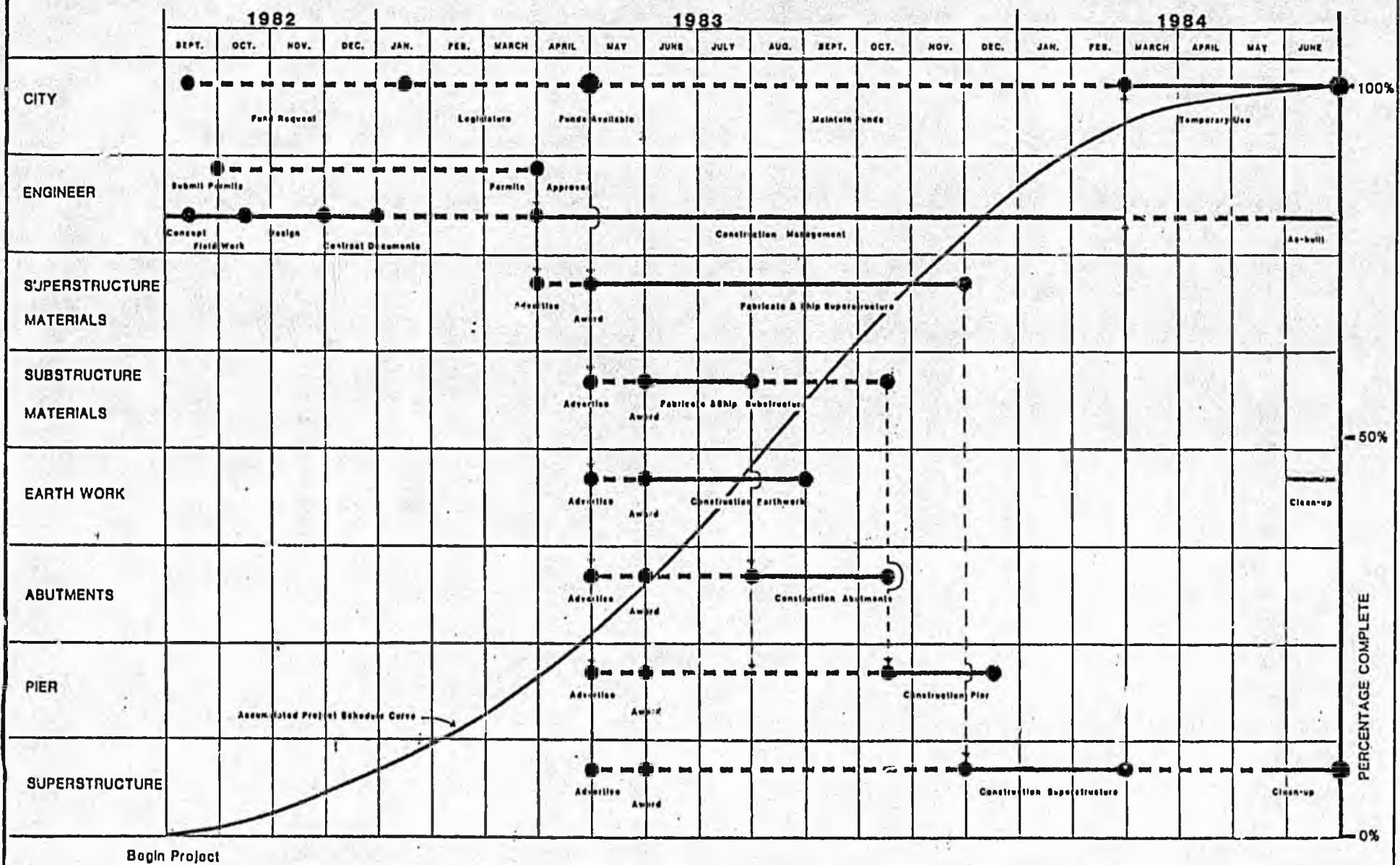
The more expensive superstructure steel must be erected before spring breakup as shown on the construction schedule. If this deadline is to be met and construction costs minimized, the superstructure steel must be ordered as soon as possible.

#### ECONOMICS AND TIMING

Once started, construction should be completed quickly so that capital outlay time is minimized. This can only be done by using a suitable design and providing the contractor with a proper schedule such as illustrated. A chart has been included to point out the devastating effect of time on a budget, assuming present inflation rates. As indicated, the estimated mid-1982 cost of \$3,200,000 for this project can rapidly reach much higher values with time. In view of this, it would be desirable if funds could be made available by April 1983. With construction starting at this time a budget of \$3,800,000 is required assuming construction will be completed by mid-1984.



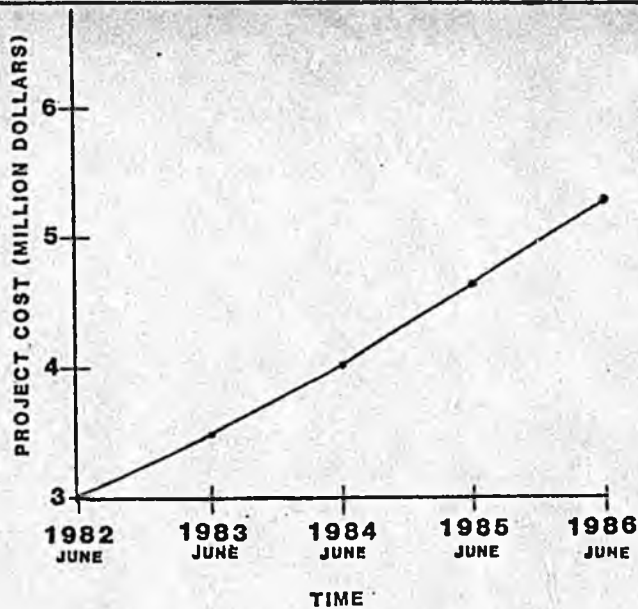
Proposed Nenana River Bridge



Begin Project

PROJECT SCHEDULE

PERCENTAGE COMPLETE



PROJECTED PROJECT COST ESCALATION

COST ESTIMATE

The following cost estimate is for a two span continuous steel box girder bridge with a precast concrete deck for a 30-foot roadway. Substructure units have been minimized as discussed previously. Steel would be unpainted ASTM A588 to eliminate future maintenance. A heavy concrete deck will eliminate a present highway bridge problem whereby weak deck components limit heavy overloads common to developing areas.

<u>ITEM</u>	<u>ESTIMATED COST</u>
Superstructure	\$1,400,000
Substructure	500,000
Approach and Riprap	600,000
Contingencies	300,000
Construction Engineering	200,000
Administration	<u>200,000</u>
Mid-1982 COST (If constructed this year)	\$3,200,000
Recommended Mid-1984 Completion Project Budget*	\$3,800,000

\* Assumes administration of construction project by the City of Nenana under Transfer of Responsibilities Agreement "TORA" with DOT/PF and a 20% per year inflation factor.



Peratrovich, Nottingham & Drago, Inc.  
Engineering Consultants

Funding Information  
General Fund \$18,500,000  
Other Funds -0-  
\$18,500,000

1 IN THE HOUSE

BY SHULTZ

2

HOUSE BILL NO. 72

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH 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 for various construction projects; 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 \$17,100,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for the following construction projects in the Totchaket resource area:

Nenana River bridge	\$ 3,800,000
bridges across the Little Nenana River	1,900,000
22.8 miles of roadway	10,100,000
triple phase electrical power	1,300,000

\* Sec. 2. The sum of \$1,400,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for construction of a fire fighting center near Nenana to serve the Interior Region of the state.

\* Sec. 3. The appropriations made by this Act are for capital projects and are subject to AS 37.25.020.

\* Sec. 4. This Act takes effect July 1, 1983.

*Strike from Bill*

HB

74

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HB74  
 Title An Act...Nenana for Construction of Dock & Wharf Front Facilities  
 Requested by House State Affairs Committee Date Feb. 3, 1983

II. FISCAL DETAIL

Agency Affected Administration  
 Program Category Affected Municipal Grants  
 ERU, Program, Or Subprogram(s) Affected \_\_\_\_\_  
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		\$2500.0				

FUNDING (Thousands of Dollars)

GENERAL FUND		\$2500.0				
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

This special appropriation is a grant to the city of Nenana under A.S. 37.05.315.

IV. DATE Feb. 9, 1983 PREPARED BY Kenneth E. Svale  
 AGENCY Administration  
 Original: Legislative Finance PHONE 465-2277  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)  
 33-001 (Rev. 12/82)

PORT OF NENANA  
 PROPOSED BULKHEAD EXPANSION  
Estimate and Recommended Budget

<u>Sheetpile Supply</u>		
2,275,000# @ \$.40 =		\$ 900,000
<u>Sheetpile Fabrication</u>		
45 "Y" connections @ 2,100#		
	= 143,850# @ \$0.60 =	86,300
47 "T" connections @ 1,050#		
<u>Sheetpile Erection</u>		
2,635 LF @ \$200 =		527,000
<u>Bull Rail Supply</u>		
1,100 ft. @ 85# = 94,000# @ \$1.00 =		94,000
<u>Bull Rail Erection</u>		
94,000# @ \$0.50 =		47,000
<u>Fill</u>		
60,000 CY @ \$6 =		360,000
<u>Ridrap</u>		
500 CY @ \$30 =		15,000
<u>Mobilization and Demobilization =</u>		100,000
		<u>\$2,129,300</u>
Construction contingency		150,000
Surveys, soils and permit preparation		20,000
Administration and construction engineering		100,000
Design engineering		<u>100,000</u>
	Total Estimated 1983 Project Cost	\$2,499,300

Recommended Project Budget = \$2.5 Million





# City of Nenana

## State of Alaska

January 18, 1983

Mark Lewis, Commissioner  
 Department of Community & Regional Affairs  
 Pouch B  
 Juneau, Alaska 99811

Ref: Correspondence of January 13, 1983

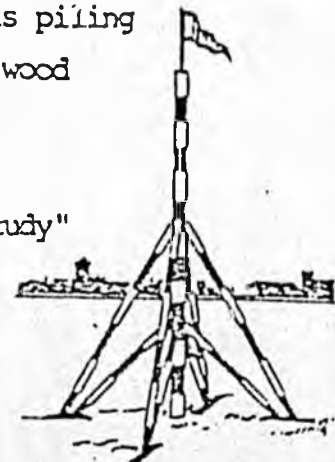
Dear Mr. Lewis,

For the past several years, the City of Nenana has been promoting the development of two major projects which have an impact on the economic development of a large portion of the State. These projects are:

- 1) Rehabilitation of the dock facilities at Nenana that provide service to the river freight transportation system for the Yukon River and its tributaries. Design and permitting for these improvements was performed in 1981 and 1982. The project was funded during the second session of the 12th Legislature, as part of the "bond bill" which Governor Hammond eventually vetoed.

Reconstruction of the dock is vitally important—especially the replacement of that wood piling installed by the Alaska Railroad circa 1937. This piling is rotted and falling in the river. The City plans on replacing the wood piling with 1,000 l.f. of steel sheetpile bulkhead.

Attached is a copy of the "Port of Nenana-Bulkhead Expansion Study" done by Peratrovich and Nottingham in 1981. A project budget of \$2.5 million is recommended.



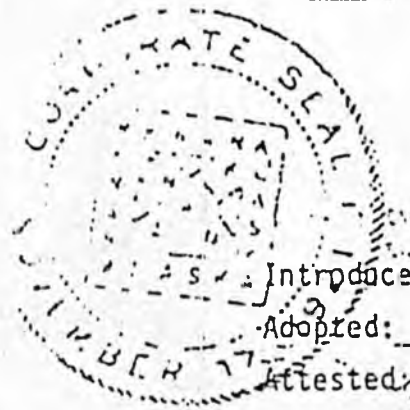
A RESOLUTION AUTHORIZING THE MAYOR OF THE CITY OF NENANA OR HIS DESIGNATED REPRESENTATIVE TO PURSUE FUNDING REQUESTS AND ENTER INTO AGREEMENTS WITH THE STATE OF ALASKA FOR PURPOSES OF ACCOMPLISHING THE FOLLOWING CAPITAL IMPROVEMENT PROJECTS;

ON A STATEWIDE BASIS:

1. REHABILITATION OF THE TANANA RIVER DOCK AND WATER FRONT FACILITIES AT NENANA THAT PROVIDE SERVICES FOR DELIVERY OF FREIGHT TO ALL VILLAGES ALONG THE YUKON RIVER  
2.5 MILLION
  
2. DEVELOPMENT OF THE TOTCHAKET RESOURCE AREA, INCLUDING AGRICULTURE, MINERALS, AND TIMBER
  - a. NENANA RIVER BRIDGE 3.8 MILLION
  - b. BRIDGES ACROSS LITTLE NENANA RIVER, EAST AND WEST MIDDLE RIVERS 1.9 MILLION
  - c. 22.8 MILES OF ROADWAY 10.1 MILLION
  - d. THREE PHASE ELECTRICAL POWER 1.3 MILLION
  
3. CONSTRUCTION OF THE INTERIOR STATE FIRE FIGHTING CENTER 1.4 MILLION

Adopted by the Municipal Assembly of the City of Nenana, Alaska on this 11<sup>th</sup> day of November, 1982, by a vote of 5 for and 0 against.

By: [Signature]  
(John B. Coghill, Mayor  
City of Nenana)



Introduced: Nov. 11, 1982  
Adopted: Nov. 11, 1982  
Attested: [Signature]



Peratrovich, Nottingham & Drage, Inc.

Engineering Consultants

1506 West 36th Avenue • Suite 101 • Anchorage, Alaska 99503 • 907-277-8633

January 20, 1983

PN&D 81059

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

Re: Port of Nenana Bulkhead Expansion

Dear Mr. Bainbridge:

In accordance with your request, we have updated the 1981 preliminary study for the above referenced project. Included in this report are our initial findings and an updated projected budget.

Parts of the original study included a site visit to Nenana, contact with the USGS in Fairbanks regarding river parameters, inspection of Alaska Railroad-owned salvaged sheetpile material in Anchorage, and research of Alaska Railroad files and documents. The cost for the salvaged Railroad-owned sheet piling is no longer competitive.

From this effort, we concluded the following:

1. A 1,000-foot bulkhead extension, as shown on the attached drawing is possible.
2. This extension, properly placed, would create a longer usable dock and avoid riverbed deposition.
3. About 2.5 acres of additional improved marine use uplands would be created, and at least 800 linear feet of usable dock frontage would result.
4. Flood elevations are not expected to be significantly impacted, although this needs to be accurately established through more engineering work.
5. Suitable fill and riprap material is available near Nenana.
6. Riverbed materials are suitable for the type of construction envisioned.


As we noted before, due to an apparent constriction and the potential to raise flood levels, the Corps of Engineers will probably require an accurate analysis to show that flood levels will not increase significantly (usually less than one foot).

January 20, 1963  
Mr. Steve Bainbridge  
Page -2-

We hope this report addresses your needs; and should you have any questions,  
please contact us at any time.

Sincerely,

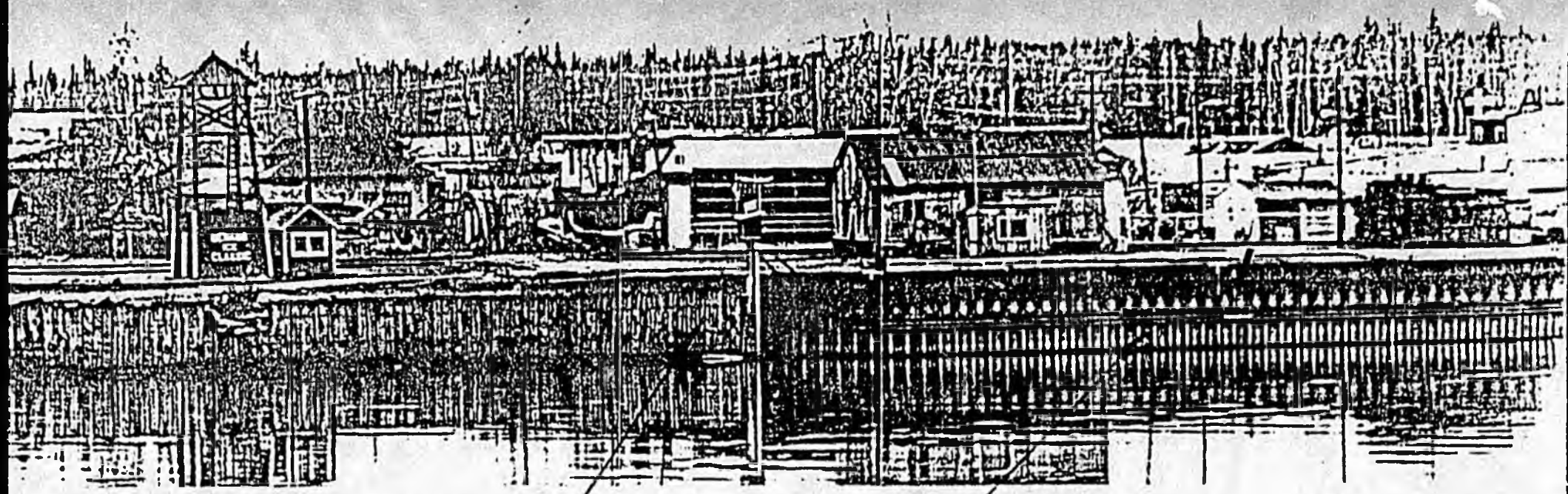
PERATROVICH, NOTTINGHAM & DRAGE, INC.

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

RP/bm/L2-81080

Enclosures





**OLD TIMBER BULKHEAD**

**STEEL SHEETPILE BULKHEAD**

**TYPICAL EXISTING BULKHEAD  
PORT OF NENANA**

# COMMITTEE REPORT

## HOUSE

FINANCE

FURTHER:

2/11/83

Date: 2-17-83

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 74

An Act making a special appropriation to the City of Nenana for rehabilitation of the Tanana River dock and waterfront facilities; and providing for an effective date.

under consideration and reports it back as follows:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for \_\_\_\_\_  same title  
 new title
- and recommends \_\_\_\_\_
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation  Zero Fiscal Note Attached
- referred to the \_\_\_\_\_ Committee

**MEMBERS SIGNING  
DO PASS**

**MEMBERS HAVING  
OTHER RECOMMENDATIONS:**

*[Handwritten signatures and notes under "MEMBERS SIGNING DO PASS"]*

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CHAIRMAN

# Nenana City Port Authority

P.O. Box 177  
Nenana, Alaska 99760  
(907) 832-5564

## NENANA CITY PORT DEVELOPMENT - August 1980 thru February 1982

In July of 1980, the Division of Transportation-Federal Railroad Administration (DOT-FRA) finalized their decision to have the Alaska Railroad (ARR) dispose of their fleet of vessels that provides barge transportation on the Tanana and Yukon Rivers. Department of Transportation indicated that the Alaska Railroad should begin immediately, working thru the General Services Administration (GSA), to consummate the sale and disposal of all government property related to the Yukon-Tanana barge operation.

The City had to intercede quickly to alter the proposed surplus and GSA sale of the barge and tug fleet. Most any group engaged in "year-round" freight shipping activities could afford to pay a much greater price than a company that would be restricted to recovering their investment with a barge operation that functioned only four months a year-so there was a very real threat that the Railroad's tug and barge fleet could easily be purchased by an outside group if put on the open-bid market.

On the 30th of August, 1980, the City Council of Nenana unanimously approved Resolution 80-10, authorizing the Mayor of Nenana, or his designated representative, to negotiate the purchase and transfer of all the floating stock, related equipment and adjoining lands from the Alaska Railroad to the City of Nenana. A copy of this authorization was delivered to the Alaska Railroad to initiate a proposal for a negotiated sale from the Alaska Railroad to the City of Nenana.

To arrive at a fair market value of the property involved, appraisals of this property were completed. Having arrived at a price for the transaction, a "Letter of Intent to Purchase" between the City of Nenana and the Alaska Railroad was taken to the Alaska Municipal Bond Bank, where a sequence of events was arrived at which would provide for the securing of 2.5 million dollars financed by primary source (general obligation) bonds. Revenue bonds had been considered, but with the prevailing high interest rates, revenue issues were expected to approximate the 30 Utility Index (10.84%), while general obligation bond interest rates would approximate the 20 Bond Index (9.90%). A one percent interest differential applied to 2.5 million dollars could mean the difference between an economically feasible project and one that wouldn't show a positive cash flow.

So structured, the City of Nenana began the procedures necessary to obtain local voter approval of the issuance of 2.5 million dollars in general obligation bonds. The ordinance authorizing this issuance of general obligation bonds was introduced on January 23, 1981. A public hearing and adoption of the ordinance was held on February 2, 1981, and on February 24, 1981, the voters approved the bond issuance.

The actual sale of the barges and tug owned by the Alaska Railroad was finalized on June 11, 1981. This transaction included a comprehensive lease of real property owned by the Alaska Railroad, and situated within the City limits of Nenana, that was considered to be vital to the operation of the port facilities.

This included:

- 197.3 Acres of land within U.S.S. 1138;
- 27.0 Acres of improved land adjacent to the marine ways;
- 8.03 Acres of land comprising the main dock area;
- 1,500 l.f. of steel sheet piling; and
- 10 smaller parcels of property consisting of approximately 6.42 acres of land.

TOTAL ACREAGE: 238.75 ACRES

With the sale and lease transactions in place, the City of Nenana formed a Port Authority which was charged with administering a charter of the vessels and leases of individual parcels of property, along with establishing a franchise for the operation of the dock facilities. During the 1981 shipping season, river freight service was provided to those communities located along the Yukon River and its tributaries without interruption - This was the main intent behind the City of Nenana's efforts to keep the existing Alaska Railroad river transportation infrastructure in place at Nenana.

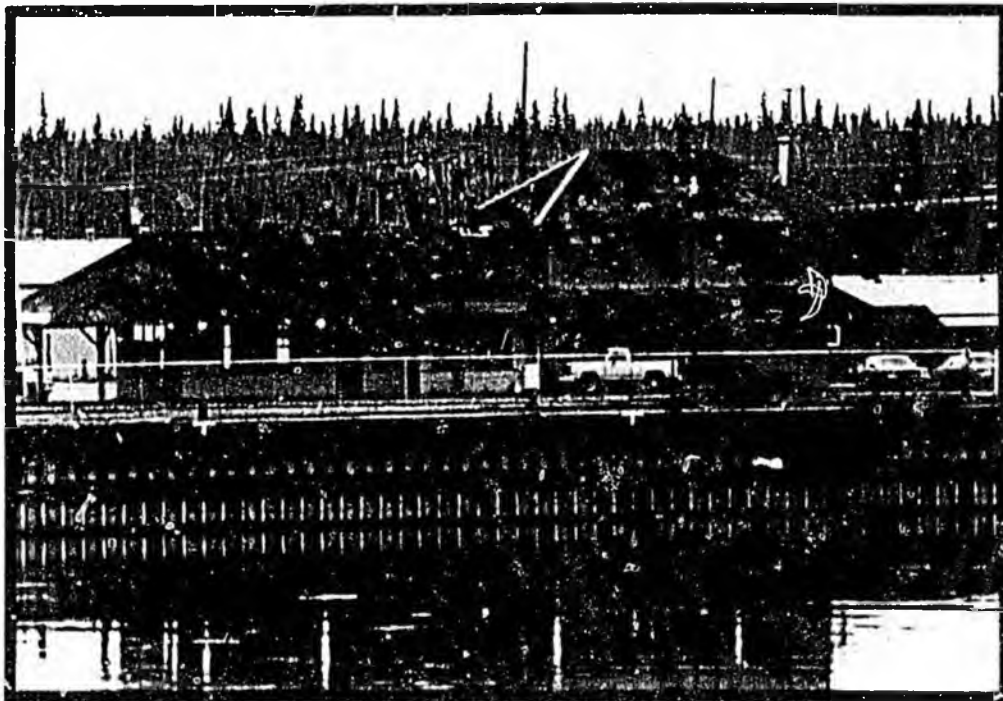
As the Nenana Port Authority embarks on its second season of operation, the most urgent need is to provide more usable dock space. To this need, the Port Authority has moved two older shop buildings off of the dock. The next logical area to develop more usable dock space is along that river bank now shored with wood piling. This wood piling was installed by the Alaska Railroad in approximately 1937. Most of this piling is rotted and highly susceptible to failure and collapse, but the area is still utilized for loading and off loading of heavy equipment and miscellaneous cargo. Given the increased volume of freight across the dock each year, it will not be long before an accident occurs in this area.

Realizing this, the Port Authority retained the engineering design firm of Peratrovich and Nottingham to develop a bulkhead expansion project in this area. Based on this design work, the City of Nenana proposes to provide for an additional 1,000 l.f. of steel sheetpile bulkhead to the east of that existing sheetpile bulkhead installed along the Tanana River by the Alaska Railroad in approximately 1952 (the existing steel sheetpile and tieback system is in excellent condition). The existing wood piling would be left in place, and an estimated 60,000 cubic yards of fill material would be placed in the river, thereby creating an additional 2.5 acres of dock space. MP 101 sheetpile sections would be utilized to provide a steel facing and tieback system for the new dock area. (A supply of surplus MP 101 sections have been located by the City and are available for immediate shipment upon securing of the funding for this project). The total recommended funding for this project is \$1.8 Million (see Port of Nenana-Proposed Bulkhead Expansion-

Estimate and Recommended Budget--by Peratrovich & Nottingham, Inc., January 6, 1982)

The City of Nenana is working very closely with the Alaska Railroad during the various phases of this project. Both the City and the Alaska Railroad are assuming a great liability, given the increased utilization of the wooden dock area in its present condition. Furthermore, with the tonnage of river freight increasing every year, current dock facilities in Nenana are, and will continue to be, inadequate for the handling of freight destined for those communities along the Tanana River and Yukon River which depend upon the Nenana port facilities and river transportation system for delivery of freight and petroleum products.

Prepared by: Steve Bainbridge, P.E.  
Port Director-City of Nenana  
February 26, 1982



**PORT OF NENANA  
ALASKA**

**BULKHEAD EXPANSION  
STUDY**

**1981**



Peratrovich & Nottingham, Inc.  
Engineering Consultants



**Peratrovich & Nottingham, Inc.**

**Engineering Consultants**

1506 W. 36th Ave. • Suite 101 • Anchorage, Alaska 99503 • 907-272-8491

January 6, 1982

P&N 81080

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

Re: Port of Nenana Bulkhead Expansion

Dear Mr. Bainbridge:

In accordance with your authorization, we have completed a preliminary study for the above-referenced project. Included in this report are our initial findings and a projected budget that contains certain cost assumptions, as will be discussed.

Parts of this study included a site visit to Nenana, contact with the USGS in Fairbanks regarding river parameters, inspection of Alaska Railroad-owned salvaged sheetpile material in Anchorage, and research of Alaska Railroad files and documents.

From this effort, we have concluded the following:

1. A 1,000-foot bulkhead extension, as shown on the attached drawing appears possible.
2. This extension, properly placed, would create a longer usable dock and avoid riverbed deposition.
3. Sufficient suitable salvaged sheetpile material exists in Alaska to accomplish the project.
4. About 2.5 acres of additional improved marine use uplands would be created, and at least 800 linear feet of usable dock frontage would result.
5. Flood elevations are not expected to be significantly impacted, although this needs to be accurately established through more engineering work.
6. Suitable fill and riprap is available near Nenana.
7. Riverbed materials are suitable for the type of construction envisioned.

January 6, 1982  
P&N 81080  
Mr. Steve Bainbridge  
Page -2-

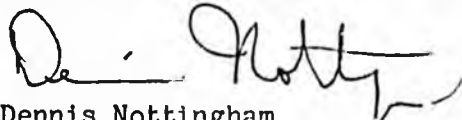
Immediate additional work required, which may impact fall 1982 completion, is permit preparation. Due to an apparent constriction and the potential to raise flood levels, the Corps of Engineers will probably require an accurate analysis to show that flood levels will not increase significantly, usually less than one foot.

The attached cost estimate has been prepared by using some cost assumptions connected with used sheetpiles. However, we feel that it will be an accurate starting point upon which future decisions can be made.

We hope this report addresses your needs; and should you have any questions, please contact us at any time.

Sincerely,

PERATROVICH & NOTTINGHAM, INC.



Dennis Nottingham  
President

DN/gh/L2-h



PORT OF NENANA  
PROPOSED BULKHEAD EXPANSION  
Estimate and Recommended Budget

Sheetpiles Supply

2,275,000# @ 0.10 = \$ 227,500  
(mainly shipping and handling)

Sheetpile Fabrication

45 "Y" connections @ 2,100#  
= 143,850# @ 0.60 = 86,310  
47 "T" connections @ 1,050#

Sheetpile Erection

2,635 LF @ \$230 = 606,050

Bull Rail Supply

1,100 ft. @ 85# = 94,000# @ \$0.10 = 9,400

Full Rail Erection

94,000# @ \$0.50 = 47,000

Fill

60,000 CY @ \$6 = 360,000

Riprap

500 CY @ \$30 = 15,000

Mobilization and Demobilization =

100,000

\$1,451,260

10% Contingency 145,126

Surveys, soils and permit preparation 20,000

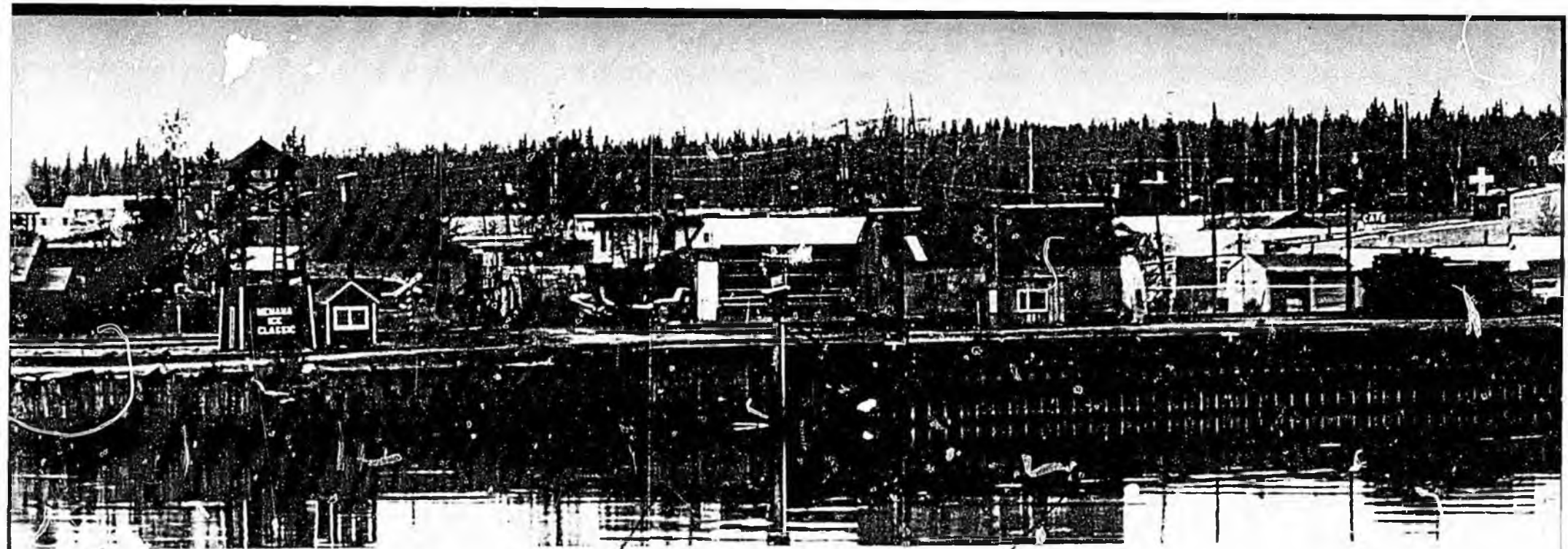
5% Administration and construction engineering 72,563

6% Design engineering 87,076

Total Estimated 1982 Project Cost \$1,776,025

Recommended Project Budget = \$1.8 Million





**OLD TIMBER BULKHEAD** —

**STEEL SHEETPILE BULKHEAD** —

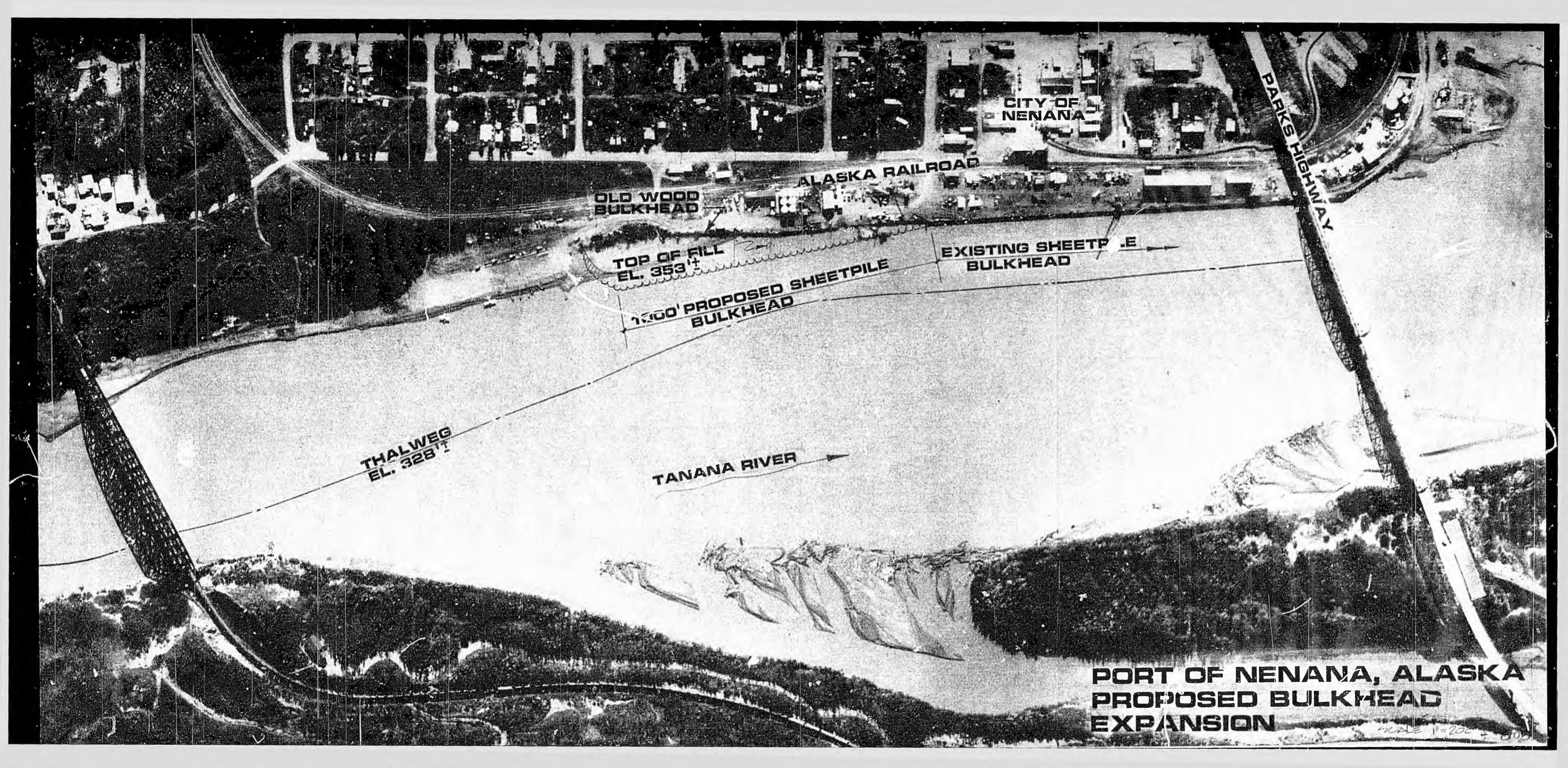
**TYPICAL EXISTING BULKHEAD  
PORT OF NENANA**



**TYPICAL BULKHEAD SECTION**

**PORT OF NENANA,  
ALASKA**

**PROPOSED BULKHEAD  
EXPANSION**



CITY OF NENANA

ALASKA RAILROAD

OLD WOOD BULKHEAD

PARKS HIGHWAY

TOP OF FILL  
EL. 353

EXISTING SHEETPILE  
BULKHEAD

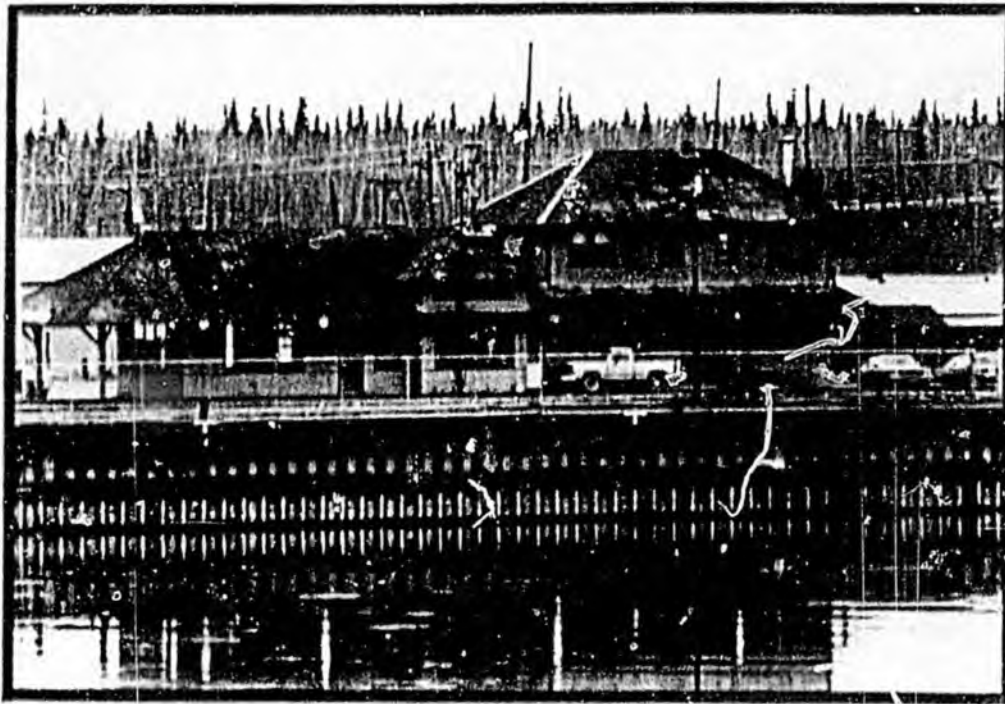
1700' PROPOSED SHEETPILE  
BULKHEAD

THALWEG  
EL. 328

TANANA RIVER

PORT OF NENANA, ALASKA  
PROPOSED BULKHEAD  
EXPANSION

SCALE 1" = 200'



# **PORT OF NENANA ALASKA**

## **BULKHEAD EXPANSION STUDY**



Peratovich, Nottingham & Drage, Inc.  
Engineering Consultants



Peratrovich, Nottingham & Drage, Inc.

Engineering Consultants

1506 West 36th Avenue • Suite 101 • Anchorage, Alaska 99503 • 907-277-8633

January 20, 1983

PN&D 81059

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

Re: Port of Nenana Bulkhead Expansion

Dear Mr. Bainbridge:

In accordance with your request, we have updated the 1981 preliminary study for the above referenced project. Included in this report are our initial findings and an updated projected budget.

Parts of the original study included a site visit to Nenana, contact with the USGS in Fairbanks regarding river parameters, inspection of Alaska Railroad-owned salvaged sheetpile material in Anchorage, and research of Alaska Railroad files and documents. The cost for the salvaged Railroad-owned sheet piling is no longer competitive.

From this effort, we concluded the following:

1. A 1,000-foot bulkhead extension, as shown on the attached drawing is possible.
2. This extension, properly placed, would create a longer usable dock and avoid riverbed deposition.
3. About 2.5 acres of additional improved marine use uplands would be created, and at least 800 linear feet of usable dock frontage would result.
4. Flood elevations are not expected to be significantly impacted, although this needs to be accurately established through more engineering work.
5. Suitable fill and riprap material is available near Nenana.
6. Riverbed materials are suitable for the type of construction envisioned.

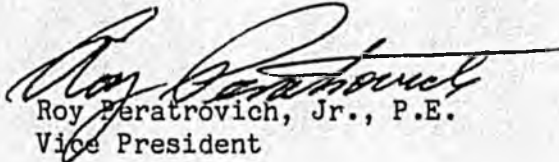
As we noted before, due to an apparent constriction and the potential to raise flood levels, the Corps of Engineers will probably require an accurate analysis to show that flood levels will not increase significantly (usually less than one foot).

January 20, 1983  
Mr. Steve Bainbridge  
Page -2-

We hope this report addresses your needs; and should you have any questions,  
please contact us at any time.

Sincerely,

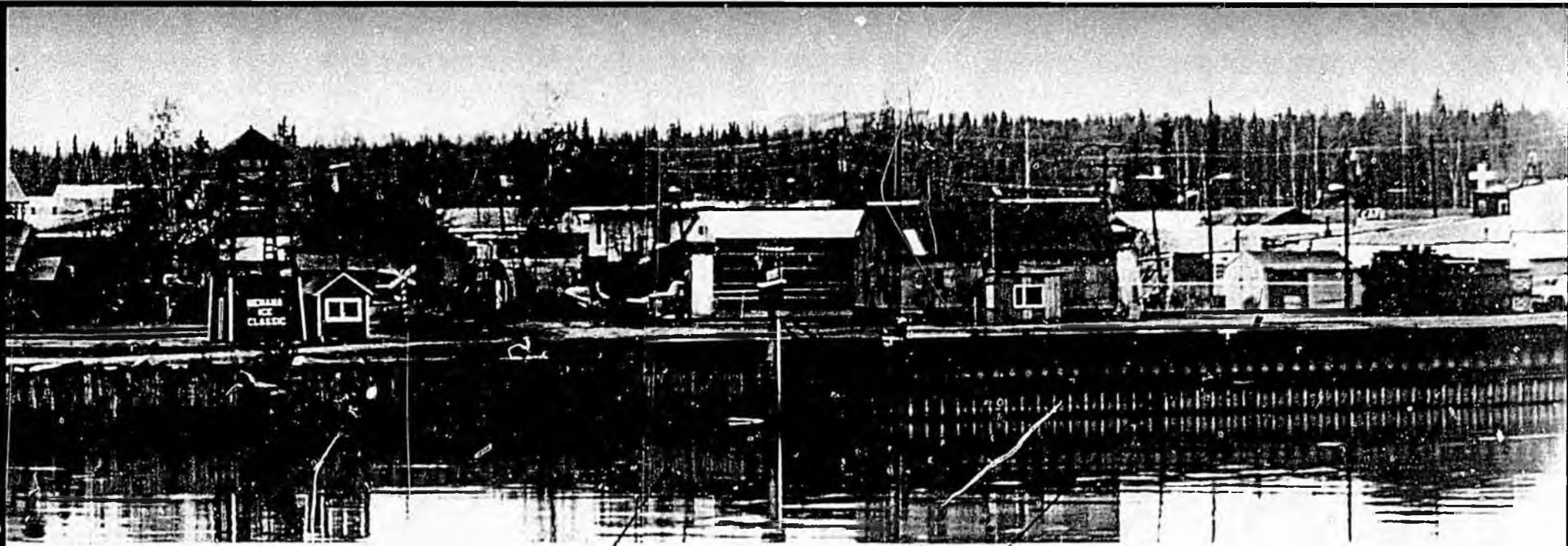
PERATROVICH, NOTTINGHAM & DRAGE, INC.

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

RP/bm/L2-81080

Enclosures





**OLD TIMBER BULKHEAD**

**STEEL SHEETPILE BULKHEAD**

**TYPICAL EXISTING BULKHEAD  
PORT OF NENANA**

PORT OF NENANA  
 PROPOSED BULKHEAD EXPANSION  
Estimate and Recommended Budget

<u>Sheetpiles Supply</u>	
2,275,000# @ \$.40 =	\$ 900,000
 <u>Sheetpile Fabrication</u>	
45 "Y" connections @ 2,100#	
= 143,850# @ \$0.60 =	86,300
47 "T" connections @ 1,050#	
 <u>Sheetpile Erection</u>	
2,635 LF @ \$200 =	527,000
 <u>Bull Rail Supply</u>	
1,100 ft. @ 85# = 94,000# @ \$1.00 =	94,000
 <u>Bull Rail Erection</u>	
94,000# @ \$0.50 =	47,000
 <u>Fill</u>	
60,000 CY @ \$6 =	360,000
 <u>Riprap</u>	
500 CY @ \$30 =	15,000
 <u>Mobilization and Demobilization =</u>	<u>100,000</u>
	\$2,129,300
 Construction contingency	150,000
Surveys, soils and permit preparation	20,000
Administration and construction engineering	100,000
Design engineering	<u>100,000</u>
Total Estimated 1983 Project Cost	\$2,499,300

Recommended Project Budget = \$2.5 Million



H B

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# COMMITTEE REPORT

## HOUSE

FURTHER: FINANCE

1/20/83

Date: \_\_\_\_\_

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 98

An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a four-lane highway from the south end of Eklutna Flats to the Palmer-Wasilla junction; and providing for an effective date.

under consideration and reports it back as follows:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for HB 98 (transportation)  same title  
 new title
- and recommends \_\_\_\_\_
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation  Zero Fiscal Note Attached
- referred to the \_\_\_\_\_ Committee

**MEMBERS SIGNING  
DO PASS**

Michael W. Miller

James J. ...

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...

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**MEMBERS HAVING  
OTHER RECOMMENDATIONS:**

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Michael W. Miller

**CHAIRMAN**

# Alaska State Legislature



## House of Representatives

### Committee on Transportation

Rep. Bette Cato, Chairman

Pouch V  
State Capitol  
Juneau, Alaska 99811  
(907) 465-4858

DATE: February 22, 1983

TO: Dan Casey, Commissioner  
Department of Transportation  
and Public Facilities

FROM: Bette Cato, Chairman *Bette*  
House Transportation Committee

RE: HB 98

In reference to the above mentioned bill, please provide for the House Transportation Committee alternatives available to the Legislature for the funding of this project.

I understand from conversations with my staff that there are several ways to fund this project. Some of the alternatives that have been suggested are: appropriating the authority to expend and receive federal funds at 95% of the total cost and use 5% match money of the general fund; assigning this project as a high priority and provide matching funds, etc.

Also it may be in the State's best interest to phase fund this project, what would be your estimate of the amount of funding for the first phase of this project.

I understand that your staff doesn't think \$39 million would cover the cost of this project, but rather \$60 million would be a closer figure. Would you please clarify this matter.

We would appreciate your reply on this matter by Thursday, February 22 for our 8:30 a.m. committee meeting, and invite someone from your staff to be attendance to answer any of the questions the committee may have.

Thank you for your prompt response.

MSG 83-00005087 PRTY 1 01231/83 18.06/52 ORIG: LHO IN= 0010 OUT= 0102  
FROM: MARY/MATSU TO: JUNEBO INFO  
TARGET: LJHL SUBJ: P.O.M.

TO: REPS. [REDACTED] H M MILLER, FURNACE, SCHULTZ, H W MILLER, VASKA,  
LARSON, LACHER

FR: ELSIE O'BRYAN  
P O BOX 24  
HOUSTON 99694

FEB 1 1983

RE: HB 98

I SUPPORT THIS BILL AND URGE YOU TO FAVORABLY PASS OUT OF COMMITTEE.  
I WOULD, HOWEVER, LIKE CLAIRIFICATION ON WHICH PALMER-WASILLA JUNCTION  
IS MENTIONED, THE ONE AT THE PARKS HIGHWAY OR THE ONE THAT IS LOCATED  
BY PALMER CITY LOCATED BY CHARLIE BROWN'S GAS STATION. I WOULD DEFINITELY  
SUPPORT THE LATTER.

A handwritten signature in cursive script, appearing to read "O'Connell", is written in the lower center of the page. The signature is dark and fluid, with a long horizontal stroke extending to the right.

Introduced: 1/20/83  
Referred: Transportation  
and Finance

Funding Information  
General Fund \$39,000,000  
Other Funds -0-  
\$39,000,000

1 IN THE HOUSE BY LACHER, TISCHER AND LARSON

2 HOUSE BILL NO. 93

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 construction of a four-lane highway from the south  
9 end of Eklutna Flats to the Palmer-Wasilla junction;  
10 and providing for an effective date."

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

12 \* Section 1. The sum of \$39,000,000 is appropriated from the general  
13 fund to the Department of Transportation and Public Facilities for con-  
14 struction of a four-lane highway extending from Eklutna Flats to the  
15 Palmer-Wasilla junction.

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

18 \* Sec. 3. This Act takes effect July 1, 1983.

*Explain info. to committee  
Have Dates available to answer questions*

HOUSE TRANSPORTATION  
STANDING COMMITTEE  
February 11, 1983  
8:30 a.m.

Members Present: Rep. Cato, Chairman  
Rep. M. W. Miller, Vice-Chairman  
Rep. Abood  
Rep. Davis  
Rep. Lacher  
Rep. McBride  
Rep. Phillips  
Rep. Szymanski

Members Absent: Rep. Herrmann

COMMITTEE CALENDAR

HB 98: "An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a four-lane highway from the south end of Eklutna Flats to the Palmer-Wasilla junction; and providing for an effective date."

WITNESS REGISTER

John Bates  
Deputy Commissioner  
Planning and Programming  
Department of Transportation and  
Public Facilities  
Pouch Z  
Juneau, Alaska 99811  
Position Statement: Opposed HE 98.

PREVIOUS ACTION

None

ACTION NARRATIVE

TAPE#7, Side 2  
Recording  
Number 0005

Chairman Cato called the meeting to order. Staff present were Steve Soenksen and Rhonda Cargill. Chairman Cato was quite ill and turned the meeting over to Vice-Chairman M. W. Miller expressing her intent was not to move the bill today since there was no

fiscal note.

Number 0023

Rep. Lacher expressed that it was impossible to deal with a project of this magnitude with a zero fiscal note even as important as it is to her. She asked if anyone was present from DOT who could answer some questions.

Number 0047

John Bates, Deputy Commissioner, DOT took the stand.

Number 0050

Rep. Lacher began her question by explaining that 3 weeks ago her staff had met with DOT's staff and asked if 39 million dollar figure is very close to actual cost and staff said yes. Why do we have a zero fiscal note?

Number 0065

Mr. Bates explained that at the time the fiscal note was prepared, the instructions were they add and show the additional cost over and above the capital cost request for a particular feature being constructed. In this case, building would take 3 years so there would be no maintenance and operation cost for 3 years. It would be built no earlier than 1987, so no maintenance and operation cost. We were told not to put additional capital cost to construct facility, but to explain this in the back up (which was done).

Discussion by committee on fiscal note procedures.

Number 0187

Rep. Lacher requested the committee to omit discussion of the fiscal note at this time and consider the merits of constructing the highway.

Number 0214

Mr. Bates pointed out that at this particular time, since this project is not in the Governor's budget officially, the department does not support the bill; because the department is looking at that type of construction, and when it is stacked up against all the other needs with the State, it's time has not arrived yet. DOT has identified almost 5.2 billion dollars worth of work on existing facilities to be brought back to some relatively modern standard. This project is probably 4-5 years down the road before going to

construction or would request a Professional Engineer on it. Without even state money it would take 3 years to build. It would qualify for federal funds. Even if State funds would design to federal standards and make sure the federal government agreed with procedures and still have other two lanes on federal and highway system. It would be appropriate to take a portion of the Glenn Highway off federal highway system on a major road like that.

Re: Construction cost - when there is an official fiscal note, (it will be the only one recognized by the department). Can do construction cost both ways, if we're looking at a 4-5 year construction time scale. Probably the first year not do whole project; looking at dollars in different years - that's the problem. It's time is not ready yet compared to other projects.

Number 0251

Rep. Phillips asked if DOT would suggest the use of federal funds?

Number 0253

Mr. Bates said that if the department were to program it, they would do so using federal funds. This project has lots of hazards, so would go with federal funds - the federal government rebuilds. A major highway system should remain under federal highway system.

Number 0270

Rep. Phillips asked ~~what the process was for the legislature to get plugged into federal~~

Number 0281

Mr. Bates explained that ~~two things were needed~~, but since he had never seen a bill that he can remember he doesn't know how it would be stated. ~~They would need to appropriate the authority to expand and receive at 95% of total cost of fiscal note and 5% match money of general fund~~, but how you say that in a bill he didn't know. He added that the Legislature would also need to consider if it takes 4 years to build it. ~~If you want to accelerate DOT looking at it, the figures and ability to appropriate the construction funds, might not be too unrealistic to appropriate professional engineer funds and construction funds at a later date.~~

PHASE  
Funding

Number 0294

Rep. Lacher: If programming, would you do in federal funds even if you got x million appropriated, could you then go to work and program for federal funds if the need be and available?

Mr. Bates: Not for federal funds because we have no authority from the Legislature. ~~If appropriate general funds, need to appropriate in federal receipts (authority to ask feds to reimburse) appropriated general funds can't go to the federal.~~

Number 0313

Rep. Lacher: ~~So, in addition to appropriated x million dollars, we would use language that would allow you to use federal funds or receive federal funds.~~

Number 0317

Mr. Bates: ~~Or you could just appropriate x million dollar federal receipts and x million in general funds.~~

Number 0319

Rep. Lacher: Appropriation plus federal funds more quicker?

Number 0326

Mr. Bates: To a clerical person doing the actual work (design, ads, construction, etc.,) he doesn't know what kind of funds it is. If you see federal procedures, no matter if it takes state or federal money, federal probably takes longer than state funds, wouldn't speed up construction. Federal procedures tougher to build to then state procedures.

Number 0337

Rep. Lacher: ~~Reason appropriated for full amount (in this bill) was not only to get the work done sooner, but also to pull federal funds from other needed projects.~~ We were led to believe to give them that option. Never told this would restrict you from applying for federal funds.

Number 0368

Rep. Szymanski: In your presentation you made indication this would be 5-6 years down the road from current scheme of planning.

Number 0370

Mr. Bates: Doesn't appear in 6 year program in Governor's budget, so looking at 5-6 years in budget for design. Three years before construction so 8 years on-line design/construction.

Number 0378

Mr. Bates: That's assuming some sort of

capital outlay for the next 5 years which we have assumed (don't know if oil revenues go up or down). So we assumed constant based on what we had last year on Governor's 6 year program. Since that time we have received 40 million dollars a year more federal funds from Federal Highway Administration from which will be taken into account for next 6 year program and we're receiving a fairly good amount of money in Governor's budget for transportation. So 5-6 years was our planning horizon. Alaska Department of Transportation only 12,000, that road could have had 20,000 easily without a problem. Problem more with intersections 2/4 run into capital problems on main route.

Number 0404

Rep. Szymanski: How do you get into prioritizing what's the criteria?

Number 0409

Mr. Bates: Probably the selection of highway projects is the most sophisticated system.

Start out with general goals the Administration wants and this year starting under Hammond Administration, there was a goal to basically fix and repair existing major highway systems, if not to the modern day standards at least back to the standard they were designed to do and some designed 20 years ago with minor safety work; guard rail work, and maybe flattening out curves and bad corners. That was the priority, basically finishing rehabing the system. We indicated that if any job was in our program for reconstruction within 3 years from when doing our original budget we would not consider for rehab. We would wait for program to re-build it. That was the major criteria we used in selection of projects. That probably was the leading criteria for projects of this type not being in there. There were a number of projects statewide that received very little funding that in previous years had been getting funds right along, because it didn't fit into criteria of rehabing.

We did have a portion of that set aside for construction of program facilities to meet today's and future needs. Because of rehab program it was not funded to magnitude it

has been in last three years.

From that particular place, when you set aside those goals and priorities we have a fairly sophisticated system (which takes into account); we go and look at ruts in roads, cracks, potholes, patching, night ability safety and Alaska Department of Transportation can come up with a number which rules all paved roads statewide. That number is in a percentile of roads that are better. Program doesn't crank in cost.

Number 0456

Rep. M. W. Miller: ~~The Governor has 5 or 6 years plan out?~~ Could we get a copy?

*Governor's 5-6 yr. plan?*

Number 0461

Mr. Bates: Usually in budget documents you receive, we have a copy available.

Staff explained documents are different this year than last.

Number 0468

Rep. Phillips: ~~Do you have needs assessment which sets criteria and identifies needs statewide.~~

*needs assessment*

Number 0476

Mr. Bates: That's \$5.2 billion - 6 year program tries to take capital projection which would be used for transportation and take those needs and spread over 6 years.

Further discussion of condition of roads.

Number 0524

Rep. Davis: Is there federal money for rehab?

Discussion continued.

Number 0531

Discussion of federal aid fund categories safety criteria, what we could possibly get.

Number 0589

Advised staff to get together with DOT and prepare a Committee Substitute for House Bill No. 98.

Further discussion on how to ask for money for roads.

Number 0661

Adjourned.

Original sponsors: Lacher, Tischer  
and Larson

Funding Information

General Fund	\$ 240,000
Other Funds	2,760,000
	<u>\$3,000,000</u>

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR HOUSE BILL NO. 98 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH 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 design of a four-lane highway from the south end of  
9 Eklutna Flats to the Wasilla-Parks Highway junction;  
10 and providing for an effective date."

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

12 \* Section 1. The sum of \$3,000,000 is appropriated to the Department of  
13 Transportation and Public Facilities of which \$240,000 is from the general  
14 fund and \$2,760,000 is from federal receipts for design of a four-lane  
15 highway extending from the south end of Eklutna Flats to the Wasilla-Parks  
16 Highway junction.

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

19 \* Sec. 3. This Act takes effect July 1, 1983.  
20  
21  
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23  
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25  
26  
27  
28  
29

Original sponsors: Lacher, Tischer  
and Larson

4660

Funding Information

General Fund	\$240,000	
Other Funds	<del>240,000</del>	2,760,000
		<u>3,000,000</u>

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR HOUSE BILL NO. 98 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH 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 ~~as~~  
8 ~~matching funds~~ for design of a four-lane highway from  
9 the south end of Eklutna Flats to the Palmer-Wasilla  
10 junction; and providing for an effective date."

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

12 \* Section 1. The sum of <sup>3,000,000</sup>~~\$240,000~~ is appropriated ~~from the general fund~~  
13 to the Department of Transportation and Public Facilities ~~as matching funds~~  
14 ~~\$240,000~~ <sup>of which</sup> is from the general fund and ~~\$2,760,000~~  
15 <sup>is from federal receipts</sup> for design of a four-lane highway extending from the south end of Eklutna  
16 Flats to the Palmer-Wasilla junction.

17 \* Sec. 2. <sup>Parks Hwy - Wasilla Junction</sup> The appropriation made by this Act is for a capital project  
18 and is subject to AS 37.25.020.

19 \* Sec. 3. This Act takes effect July 1, 1983.

20 - Parks Hwy - Wasilla Junction

CS FOR HOUSE BILL NO. 98 (Transportation)

Please make the following changes in the above referenced bill:

Funding Information

General Fund	\$ 240,000
Other Funds	<u>\$2,760,000</u>
	3,000,0000

Line 7: Delete "as"

Line 8: Delete "matching funds"

Line 9: Delete: "Palmer-" add "-" after "Wasilla"

Line 10: Insert: "Parks Highway"

Thus the title would read:

"An Act making a special appropriation to the Department of Transportation and Public Facilities for design of a four-lane highway from the south end of Eklutna Flats to the Wasilla-Parks Highway junction; and providing for an effective date."

Line 12: Delete: "\$ 240,000" "from the general fund"

Insert: "\$3,000,000"

Line 13: Delete: "as matching funds"

Insert: "of which \$240,000 is from the general  
fund and \$2,760,000 is from federal  
receipts"

Line 15 Delete: "Palmer-"

Insert: "-Parks Highway"

Thus section 1 of the bill now reads:

\*Section 1. The sum of \$3,000,000 is appropriated to the Department of Transportation and Public Facilities of which \$240,000 is from the general fund and \$2,760,000 is from federal receipts for design of a four-lane highway extending from the south end of Eklutna Flats to the Wasilla-Parks Highway junction.

Original sponsors: Lacher, Tischer  
and Larson

Funding Information

General Fund	\$240,000	
Other Funds	<del>240,000</del>	2,760,000
		<u>3,000,000</u>

IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

CS FOR HOUSE BILL NO. 98 (Transportation)

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTEENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities ~~and~~ matching funds for design of a four-lane highway from the south end of Eklutna Flats to the ~~Palmer~~ Wasilla ~~junction~~ Parks Highway junction; and providing for an effective date."

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

\* Section 1. The sum of ~~\$240,000~~ <sup>3,000,000</sup> is appropriated ~~from the general fund~~ to the Department of Transportation and Public Facilities ~~and~~ matching funds <sup>of which</sup> ~~\$240,000 is from the general fund and \$2,760,000 is from federal receipts~~ for design of a four-lane highway extending from the south end of Eklutna Flats to the ~~Palmer~~ Wasilla <sup>Parks Highway</sup> junction.

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

\* Sec. 3. This Act takes effect July 1, 1983.

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH 2  
JUNEAU, ALASKA 99811  
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

January 10, 1984

Re: Fiscal Note Transmittal

Distribution

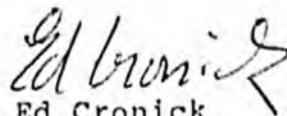
The Department of Transportation and Public Facilities hereby transmits the fiscal note and supporting documentation for the legislation identified below. This transmittal supersedes all previous distributions.

Bill No.: HB 98

Title : "...Widen Glenn Highway - Eklutna Flats to Palmer/Wasilla..."

Sponsor : Larner, Tischer, Larson

Sincerely,



Ed Cronick  
Legislative Liaison  
Department of Transportation  
& Public Facilities

DISTRIBUTION:

Legislative Finance  
Legislative Sponsor  
Requestor - House Transportation  
Office of Management and Budget - Lisa Emerson  
Impacted Agency(ies) Attn: Legislative Liaison - N.A.  
Regional Directors of Administrative Services - J. Merrill  
Regional Director P&P - R. Snell

STATE OF ALASKA  
FISCAL NOTE

Revision Date: 11/30/83

## I. REQUEST

Bill/Resolution No.: HB 98  
 Title: Widen Glenn Hwy - Eklutna Flats to P/W  
 Sponsor: Lacher, Tischer, Larson  
 Requestor: Transportation and Finance  
 Date of Request: 10/1/83

## II. FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: BRU, Program or Subprogram(s) Affected:  
Design and Construction

## EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						285.0
CAPITAL	250.0	575.5	334.0	30,000.0	28,971.0	
REVENUE						

## FUNDING: (Thousands of Dollars)

GENERAL FUND	250.0	575.5	334.0	30,000.0	28,971.0	285.0
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	250.0	575.5	334.0	30,000.0	28,971.0	285.0

## POSITIONS:

FULL TIME						1
PART TIME						
TEMPORARY						
TOTAL						

## II. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified by sponsor of bill

## IV. ANALYSIS: Attach a separate page for any Analysis:

Prepared by: William R. Snell, Director  
 Division: Central Region Planning & Programming

Phone: 266-1462  
 Date: 11/30/83

Approved by Commissioner: David W. Haugen  
 Department: Deputy Commissioner, Central Region

Date: 11/30/83 9/14/83

## Distribution:

Original to Legislative Finance  
 Copy to Office of Management and Budget (for Legislature introduced bills)  
 Copy to Department (for Governor introduced bills)  
 Copy to Sponsor  
 Copy to Requestor (if different from Sponsor)

#### IV. Analysis

This analysis includes the construction of: (1) a new south bound 2-lane roadway from Eklutna Flats to the junction of the Parks Highway (8.5 miles); (2) bridges (4500 feet); (3) an interchange at the intersection with the Old Glenn Highway; and (4) an overlay of the existing highway. Estimated construction cost in FY '83 dollars is \$38,479,000, including a 10% contingency. This fiscal note assumes: (1) an annual inflation rate of 10%; (2) preliminary engineering (P.E.) contracted out to a consultant; (3) P.E. funding available by July 1983; and (4) the construction contract advertised for bid by February 1987. The estimated P.E. cost in FY '83 dollars is \$946,000, which is 3% of the estimated construction cost. The analysis assumes the P.E. costs are spread over 3 years.

- A. Impact on Existing Program: Would add additional positions (2) and equipment to maintenance operation.
- B. Impact on New Programs and Activities: Unknown.
- C. How figures were derived: Based on '83 information inflated at 10% per year for the life of the project.
- D. Additional Information: To date \$250.0 is being used from the funding appropriated in chapter 107, SLA 83, (107/83/74/10), Federal Aid Highway Preliminary Engineering authorization for design and environmental studies to initiate this project.

The Department developed a cost estimate for this project of \$39,425,000 in constant FY'83 dollars. To adjust this figure over the anticipated life of the project, assumptions were made regarding the amount of time and money needed to complete the preliminary engineering and the actual construction of the project as well as the future inflation rate. These assumptions were as follows:

- (1) The project costs were assumed to inflate at 10% per year through the life of the project.
- (2) The preliminary engineering was assumed to take approximately three years to complete. Funding would be required in each of these years. The preliminary engineering work was assumed to be contracted out to a consultant. The initial preliminary engineering funding was assumed to be available in FY '84 (October 1983). The original FY '83 constant cost estimate for the preliminary engineering was \$946,000 which was 3% of the total construction cost. Inflating this cost at 10% per year, the cost of this phase was assumed to be as follows:

FY'84	\$250,000
FY'85	\$515,000
FY'86	\$334,000

- (3) The construction phase of the project was assumed to last two years and to be advertised for bid by February 1987. The FY '83 constant dollar construction cost was estimated at \$38,479,000. Assuming an annual inflation rate of 10% per year, the cost of the construction phase was assumed to be as follows:

FY '87	\$30,000,000
FY '88	\$23,971,000

The total of the above budget estimates from FY'84 through FY'88 is \$60,150,000 in dollars adjusted for a 10% annual inflation rate.

The dollar figures given in part one of the fiscal note constitute the total dollars needed for preliminary engineering (State and Federal funds). If 95% of the total cost is federally funded then the State would only need to provide 5% of the total funds needed for preliminary engineering. The cost estimates in this fiscal note are conceptual and have an accuracy range of -25% to +75%. More accurate cost estimates will be available once the preliminary engineering work has been completed.

STATE OF ALASKA  
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No.: CSHB 98 Date on Bill: 2/25/83  
 Title: Design of a 4 lane highway from the south end of Eklutna Flats to the Wasilla-Parks Hwy Junction  
 Sponsor: Lacher, Tischer & Larson  
 Requestor: Ronda/House Transportation

1. Estimated fiscal impacts on:

a. Expenditures:

(Thousands of Dollars)

			FY 83	FY 84	FY 85	FY 86		
Capital				1,000.0	1,000.0	1,000.0		
Operating				-0-	-0-	-0-		
Total				1,000.0	1,000.0	1,000.0		

b. Revenues:

Revenue								
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2. Source of funds to offset fiscal impact of bill:

3. Assumptions:

See attached

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor. It therefore does not represent the final estimate of fiscal impact.

Prepared by: Wayne Weeks Phone: 465-4060  
 Division: Planning & Programming Date: 3/7/83

Approved by Commissioner: *Donna Page for Ron B. Smith* Date: 3-7-83  
 Department: Transportation & Public Facilities

5. Distribution:

- Original to Legislative Finance
- Copy to OMB
- Copy to Sponsor
- Copy to Requestor