

December 4, 2010

Bruce Baltar  
BBNA  
P.O. Box 310  
Dillingham, AK 99576

Re: Ekuk to Clarks Point Road Feasibility Study

## **INTRODUCTION**

Bristol Environmental & Engineering Services Corporation (Bristol) performed a site visit for the proposed Clarks Point to Ekuk road in September 2009. The project consists of a proposed road beginning at the Clarks Point and heads south to Ekuk. This study is a follow up to the scoping memo that was submitted on January 25, 2010.

## **PROJECT DESCRIPTION**

The project would create a single lane road with turnouts from Clarks Point to Ekuk. The communities of Clarks Point and Ekuk want to have a joint landfill site along the proposed road. In April 2005, Bristol under contract to the Ekuk Village Council prepared a status report for the Ekuk to Clarks Point Road. In 2005, the road was not listed on the IRR inventory for either of the communities so Bristol worked with Ekuk to add the road to the inventory. Based on discussions with the Ekuk Village Council, one alternative was developed for planning and cost estimating purposes.

Bristol has attended meetings on March 5, 2009, April 8, 2010, August 12, 2010, and December 2, 2010. In addition to public meetings, Bristol mailed informational letters to each of the Councils and landowners on several occasions. Each meeting discussed and eliminated different route alternatives. Based on input from received during the meetings, it seems that only one feasible alignment exists (Alternative 5). Other alternatives were removed from consideration due the landowners decision not to grant an easement.

## **ALTERNATIVE**

Alternative 5, the only feasible alternative, is between 5.0 and 5.2 miles in length, depending on the end location of the road. The alternative does cross several alignments; however, the landowners have been contacted and are in favor of granting the easement. The alignment has not been field verified. During the 2009 site visit, the proposed alternatives were located further west, closer to the bluff so the area near Alternative 5 was not investigated.

## **COST ESTIMATE**

The proposed road structural section will have a minimum of 30 inches of borrow material and 6 inches of surface course. The proposed road width is 14 feet wide with a 10 foot turnout spaced every 1,000 feet. The cost estimate for construction of may range between \$5-\$6M. A detailed estimate will be prepared based on the field verification of the alignment.

## **CONCLUSION**

This feasibility study will serve as the guidance document for beginning the preliminary engineering phase of the project in spring 2011.

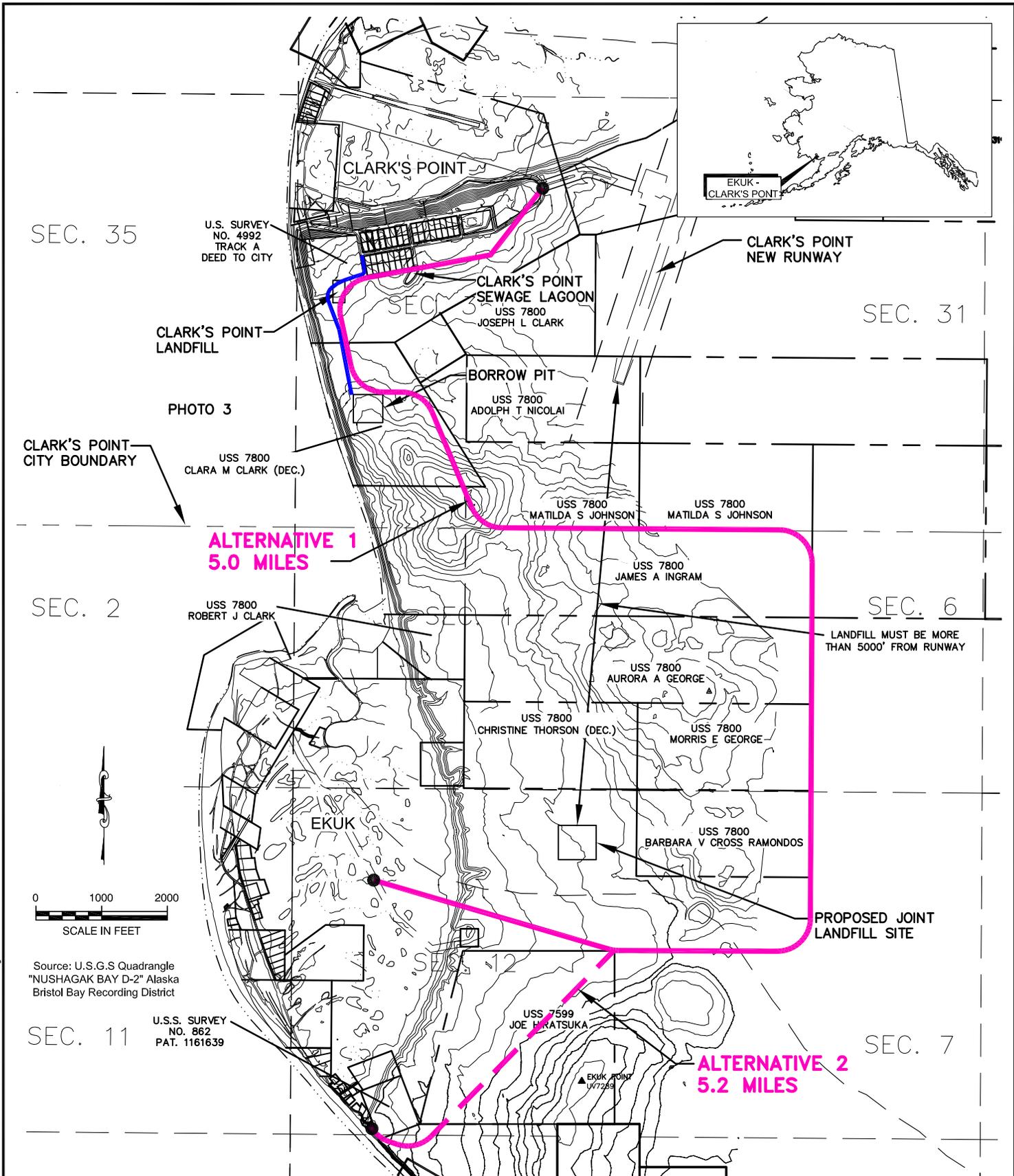
Sincerely,



Travis M. Woods, P.E.  
Senior Civil Engineer

Attachments: Figure 1

Drawing: K:\JOBS\29057\_BBNA\_IRR\_W03\ACAD-DESIGN\CIVIL\DESIGN\DWG\29057\_FIG1\_CIVIL\_3D\_2011\_12\_3-10.DWG - Layout: FIG1  
 User: MHILLER Dec 03, 2010 - 1:56pm Xrefs: 29057\_BR\_B5X11P.DWG - Images:



**LEGEND**

- PROPOSED ALTERNATIVE 1
- - - PROPOSED ALTERNATIVE 2
- ROUTE ENDPOINT
- EXISTING ROAD

**LOCATION**

T015S R055W  
 SECTION 36  
 T015S R056W  
 SECTION 31  
 T016S R055W  
 SECTIONS 6, 7  
 T016S R056W  
 SECTIONS 1, 12, 13  
 SEWARD MERIDIAN

FIGURE 1  
 CLARKS POINT, ALASKA  
 CLARKS POINT TO EKUK ROAD DESIGN  
 ROUTE ALTERNATIVES MAP

**Bristol**  
 ENVIRONMENTAL & ENGINEERING  
 SERVICES CORPORATION  
 Phone (907) 563-0013 Fax (907) 563-6713  
 Project No. 29057

DATUM: NAD83	DATE 12/03/10	SHEET <b>1</b>
PROJECTION: ASP ZONE 4 US FEET	DWN. MPH	of
	SCALE 1"=1000'	2
	APPRVD. TMW	