

CITY OF DILLINGHAM, ALASKA

RESOLUTION NO. 2016-02

**A RESOLUTION OF THE DILLINGHAM CITY COUNCIL APPROVING THE COMPLETION OF THE NERKA ROAD DESIGN TO INCLUDE THE EXTENSION OF TEAL LANE TO EMPEROR WAY**

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WHEREAS, Curyung Tribal and the City of Dillingham has been working with Bristol Engineering Services Corporation (BESC) to design improvements to the roads in the Nerka Subdivision; and

WHEREAS, Curyung Tribal has identified the Nerka Roads as their top priority for their BIA Indian Reservation Road funds of which they have approximately \$1.5 million set aside for the project; and

WHEREAS, BESC is now at 95% design of the project which includes the extension of Teal Lane to Emperor Way; and

WHEREAS, the City of Dillingham will maintain ownership and maintenance of this road once improved and Curyung Tribal wants the City's concurrence on the design by BESC to include Teal Lane; and

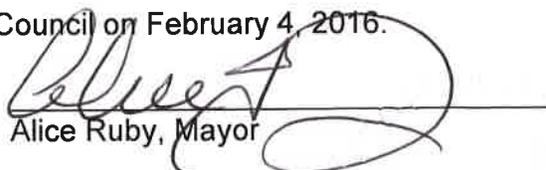
WHEREAS, at the public presentation of the 95% design by BESC there was a number of people that voiced opposition to the extension of Teal Lane to Emperor Way and the plan forward was to bring the discussion to the Planning Commission to make a recommendation to the City Council; and

WHEREAS, at the December 16, 2015 Planning Commission meeting the Commissioners were presented with the 95% design by BESC and heard the opposition for the extension; and

WHEREAS, after some discussion the Planning commission recommended to the City Council that they have no objection to the 95% design to include Teal Lane extension, but they did not provide any opinion for moving on to construction at this time;

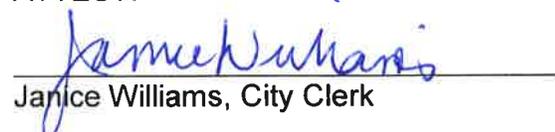
NOW, THEREFORE, BE IT RESOLVED that Dillingham City Council concurs with the Dillingham Planning Commission's recommendation to allow BESC to complete the design for the improvements of Nerka Road to include the Teal Lane extension.

PASSED and ADOPTED by the Dillingham City Council on February 4, 2016.

  
Alice Ruby, Mayor

ATTEST:

[SEAL]

  
Janice Williams, City Clerk

**City of Dillingham Information Memorandum**

Agenda of: February 4, 2016

Attachment to:

Ordinance No. \_\_\_\_\_ / Resolution No. 2016-02

**Subject:**

A RESOLUTION OF THE DILLINGHAM CITY COUNCIL APPROVING THE COMPLETION OF THE NERKA ROAD DESIGN TO INCLUDE THE EXTENSION OF TEAL LANE TO EMPEROR WAY

City Manager: Recommend Approval

Signature: Rose Doera

Fiscal Note:  Yes  No

Funds Available:  Yes  No

**Other Attachments:**

- Bristol Environmental Services Corporation (BESC) information on 95% design and notes from November 9, 2015 public meeting held in Dillingham

**Summary Statement:**

BESC was contracted by Curyung Tribal to provide engineering services to design improvements to the Nerka Roads, a project that has been underway for the past few years. The City has been involved in the various phases of the design and changes recommended by City staff have been incorporated into the 95% design. A portion of the design is an extension of Teal Lane to Emperor Way which has a designated right-of-way in place.

When BESC first presented the design to the public, there was opposition to the Teal Lane extension, and they were encouraged to look at alternative routes that could be used to exit Nerka Subdivision. One in particular was through Kingfisher Lane which they were not able to get concurrence from the native allotment owner. Therefore, Teal Lane continued to be in the design plans.

Since there was opposition voiced, Curyung Tribal wanted the City's concurrence with the extension before the design work could be completed. On December 16, 2015, the Planning Commission met and discussed the project and made the recommendation to the Council that they had no objection to the 95% design with Teal Lane included.

Curyung Tribal has about \$1.5 million set aside from BIA Indian Reservation Road funds for this project. The entire project is about \$7.5 M with the extension and the paving. There has been discussion of phasing in the project, but nothing is planned at this time.

Attachment to:  
Ordinance No. \_\_\_\_\_ / Resolution No. 2016-02 \_\_\_\_\_

**Summary Statement continued:**

Route to	Department Head	Date
	Finance Director	
X	City Clerk	

## Trip Report

**Project:** Nerka Road Design (#211056)  
**Subject:** Public Meeting

**Date of Visit:** November 9, 2015  
**Prepared By:** Isaac Pearson, P.E.

*I*

This trip report summarizes the 95% Design public meeting held in Dillingham for the Nerka Subdivision Road Project. The purpose of the meeting was to provide an update of major changes that occurred between the 65% and 95% design phase of the project. Prior to the meeting public meeting invitation was mailed to all the residents of Nerka Subdivision. The invitation letter is included as Attachment A.

The meeting began at 6:00pm and concluded at approximately 7:30pm at the City Hall Building. A total of twenty attendees were at the meeting, a sign in sheet is included as Attachment B. A handout was provided for attendees, which is included as Attachment C. The format of the meeting was a slide show presentation, prepared by Bristol, with questions and comments fielded as the meeting progressed. The slides from the presentation are included as Attachment D.

### Comments from Public Meeting

*Question:* Does the Tribe have a priority list for the road construction?

*Answer:* Not at this time but it will be looked into.

*Question:* Has guardrail been looked at on the north side of Nerka Drive at the top of the hill near Nerka Intersections?

*Answer:* No, it was not. Guardrail is typically only installed if it warranted to protect driver safety.

*Question:* Were any traffic studies done to determine if any upgrade were needed to the roads?

*Answer:* No, but the general conditions of the road prism and drainage warrant repairs.

*Question:* Is an alternative exit from the subdivision required by law or code?

*Answer:* No.

*Question:* Could the Kingfisher alternative be looked at with an easement for use in emergencies only?

*Answer:* Possibly.

*Question:* Why is Kingfisher included when it is only accessing one home?

*Answer:* The road improvements are occurring within the Right of Way. However, this will be considered as we move forward.

*Question:* Will the sidewalk shift the road from the center of the ROW?

*Answer:* No.

*Question:* What kind of road preparation will be done?

*Answer:* Typically about a 3-foot deep excavation with good gravel placed back in trench.

*Question:* Will the road excavation hurt our water wells?

*Answer:* No. Ditching and drainage improvements should improve water quality.

*Question:* Will Emperor Way to Waskey be improved as part of this project?

*Answer:* No.

*Question:* Has the overall project been looked at with a gravel alternative only?

*Answer:* Yes. The roads could be surfaced and not pavement.

*Question:* Will the temporary construction easement's (TCE's) remain on my property forever?

*Answer:* No, just during the project. All improvements will be done within the ROW with the exception of minor back slope work on property.

*Question:* Will the yield sign at Nerka Drive and Nerka Loop remain?

*Answer:* No. A stop sign will be installed.

*Question:* The Design Study Report states that the road improvements will increase safety. Has any studies been done to prove this.

*Answer:* No. In general providing the improved drainage, site lighting, and pedestrian facilities will improve safety.

*Question:* Can Nushagak's easement down Kingfisher be used for an emergency exit?

*Answer:* No.

*Question:* What is the difference between maintenance between the paved and the gravel road?

*Answer:* Paving is easier to maintain.

*Question:* Who own the property for the Teal Lane Extension (TLE)?

*Answer:* The City owns the Right of Way. The State owns the creek bed. Chog owns lands beyond the ROW.

*Question:* Does the TLE need to be constructed in order to construct the other roads?

*Answer:* No.

*Question:* How do you keep traffic going one-way on TLE if Alternative 3 is chosen?

*Answer:* By signage.

*Question:* What's TLE alternative is more expensive Alt. 1 or Alt 3?

*Answer:* About the same.

*Question:* Can an access gate be put on the TLE?

*Answer:* Yes. Up to the City.

*Question:* Can you cross the salmon spawning stream safely?

*Answer:* We are not establishing precedence crossing the creek. It has been done before.

*Question:* What is our recourse if we do not want TLE?

*Answer:* Write Isaac a letter and attend the other public comment opportunities listed in presentation.

*Comments:*

- Don't want to build the road elevation up to prevent drainage down to properties
- Asphalt will make traffic go faster which will decrease safety.
- Asphalt is slicker than gravel.
- Improved drainage is a huge plus of this project. Drainage would help reduce pot holes tremendously Stop signs and walkways are great for safety
- Teal lane should not be extended until Widgeon is improved.
- The TLE would make the subdivision unsafe due to the racetrack effect, i.e more traffic through the residential area.
- This project will turn Nerka Road into a feeder road from a residential road and increase traffic to decrease safety Opposed to the TLE.
- TLE will disrupt snow machine trails. Some kind of ramping should be installed to make it safer.
- The TLE is not worth it for the damage it will do to a residential area for a fire that happened 20 years ago.
- To use the TLE as an exit only will turn Nerka Loop into a speed way. Especially if the TLE is done before Emporer is fixed.
- If Nerka Road turns into a feeder road for lots in Emperor Way what is that going to do to my property value.
- If all the other work was done except Teal Lane Extension, Richard Thompson would be in support of the project

In order to get an idea of the public's opinion about the Teal Lane extension informal votes were taken by a show of hands. The questions and results are as follows.

1. How many people favor Alternative 1 of the Teal Extension? 4 Votes
2. How many people favor Alternative 3 of the Teal Extension? 14 Votes
3. How many people are opposed to the Teal Extension? 12 Votes
  - a. It should be noted that only 3 of the 12 votes were from residents that would be directly affected by the extension, i.e. lived on Teal Lane or Emperor Way the remainder were residents throughout the subdivision.

**Attachments:**

- Invitation Letter
- Sign in Sheet
- Meeting Handout
- Slide Show

Cc: File, Curyung Tribal Council, City of Dillingham

# Bristol



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Anchorage, AK 99501-5169  
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fax (907) 563-6713  
www.bristol-companies.com

## 95% Public Meeting - Informational Packet 11/09/2015

Participant;

Thank you for attending the public meeting for the Nerka Subdivision Road Project. Your comments and participation are very important to the design process. We appreciate any feedback you may have on this meeting or the project in general.

The project is at the 95% design stage. Please log on to Bristol's FTP site at:  
<https://ftp.bristol-companies.com/> to download the 95% Design Submittal.

Username: **nerkarddes** Password: **nerkarddes102015**

The following roads are currently part of the project:

1. Nerka Drive
2. Widgeon Lane
3. Mallard Lane
4. Nerka Loop Road
5. Kingfisher Lane
6. Sandhill Lane
7. Teal Lane
8. Teal Lane Extension (see attached extension alternatives)

Major work items for the project include; drainage improvements, asphalt sidewalks, the addition of an access point to subdivision with the Teal Extension, and intersection reconstructions. The overall length of the road project is 1.7 miles. The final surface treatment is asphalt pavement.

Public comment is key to a successful project. Please feel free to contact me directly with any comments of concerns. My email is [ipearson@bristol-companies.com](mailto:ipearson@bristol-companies.com).

Sincerely,

A handwritten signature in blue ink that reads 'Isaac Pearson'.

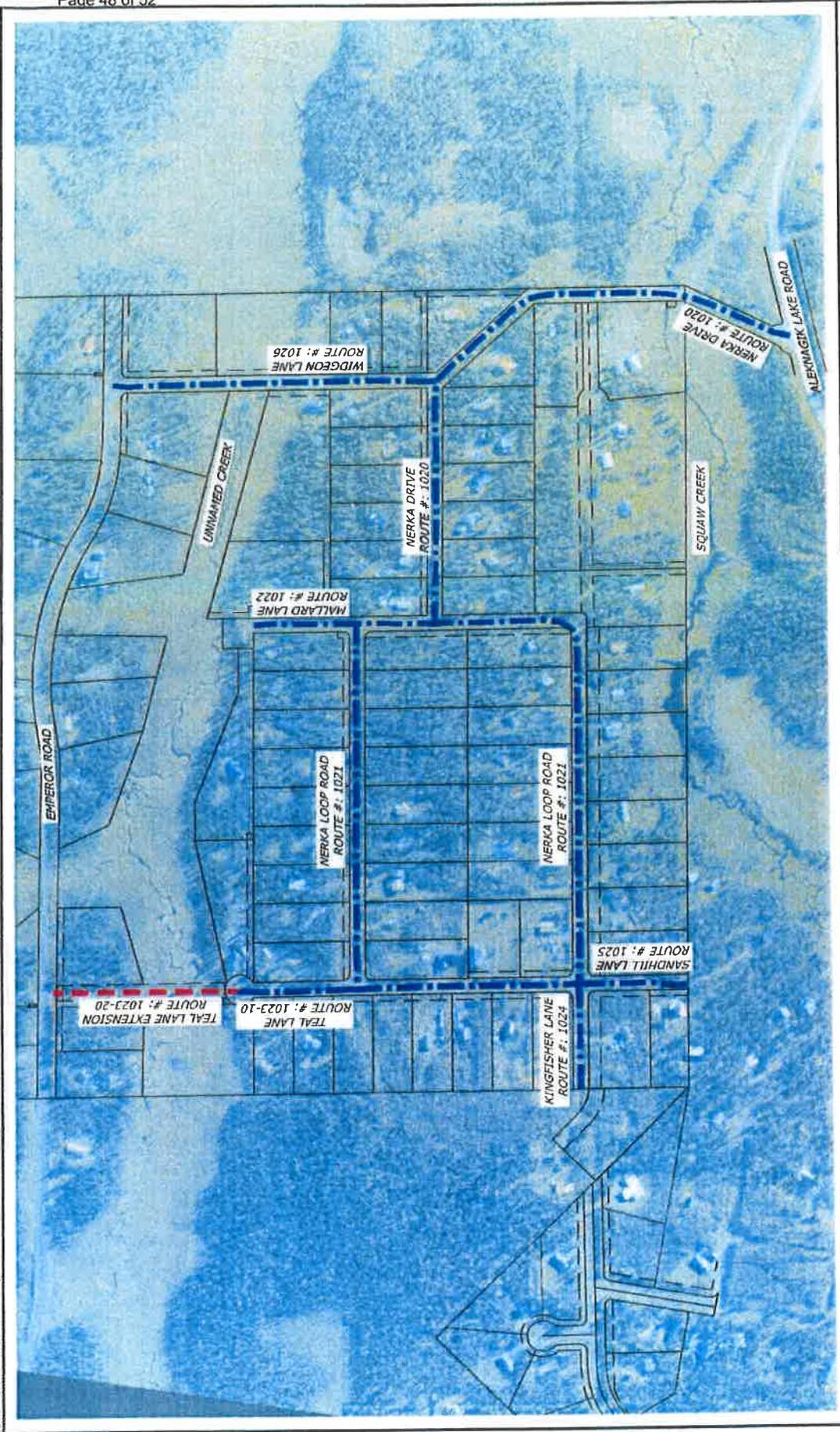
Isaac Pearson, P.E.  
Civil Engineer

**Bristol**  
ALLIANCE OF COMPANIES

A dark blue business card for Isaac Pearson, PE. The card contains the following text:

Isaac Pearson, PE  
Civil Engineer  
Bristol Engineering Services Corporation  
111 W. 16th Avenue, Third Floor  
Anchorage, AK 99501-5169  
phone (907) 563-0013  
direct (907) 743-6313  
fax (907) 563-6713  
mobile (907) 651-1545  
[ipearson@bristol-companies.com](mailto:ipearson@bristol-companies.com)

Drawing: H:\WORKS\11056 NERKA RC DESIGN\ACAD-DESIGN\ROW ACQUISITION\2015-10-25\111056-FIG1.DWG - Layout: 501-0.5X1.1  
 User: CHRISTIANSON Oct 27, 2015 - 8:41am Xrefs: BR\_11X17L.DWG 2013-05-08 MAPAQ CONNECTOR.DWG 2011-05-09 DLG NERKA ROADS SURVBASE ROWBASE NCS-BGS.DWG BR\_85X11L.DWG - ImagePlt: 2010 NERKA\_SUP\_DLCCPSB01.TIF



**LEGEND:**

- NEW ROAD CONSTRUCTION
- EXISTING ROAD REHABILITATION

**MAP SOURCE:**  
 AERIAL IMAGE PROVIDED BY AERO-METRIC, INC.  
 OCT 03, 2005.

**FIGURE 1**  
 DILLINGHAM, ALASKA  
 NERKA SUBDIVISION ROADWAY IMPROVEMENTS  
 SITE PLAN

DATUM:	N/A	DATE:	OCT 2015	SHEET:	1
PROJECTION:	N/A	DWN:	CLC	of	1
PROJECT No:	211056	SCALE:	NTS		
		APPRVD:	IPP		

**Bristol**  
 ENGINEERING  
 SERVICES CORPORATION

Nerka Subdivision -- Teal Lane Extension Alternatives- 95% Public Meeting  
November 2015

Nerka Subdivision – Teal Lane Extension Alternatives

Alternative 1:        Engineer's Estimate: **\$1,021,710.00**

*Bristol Rank: #1*

Pros:

- Two-lane, two-way road;
- HMA finished road surface;
- 50-foot crossing culvert;

Cons:

- Requires abandonment of a section of existing creek;
- Construction of new creek channel section;
- Right-of-way (ROW) acquisition is required.

Alternative 2:        Engineer's Estimate: **\$1,196,460.00**

*Bristol Rank: #4*

Pros:

- Two lane, two-way road;
- Continuous public access;
- HMA finished road surface;

Cons:

- Most costly alternative;
- Largest required crossing culvert length;
- Skewed crossing culvert;
- Requires abandonment of a section of existing creek;
- ROW acquisition is required.

Nerka Subdivision – Teal Lane Extension Alternatives- 95% Public Meeting  
November 2015

**Alternative 3:**      Engineer's Estimate: **\$970,720.00**

*Bristol Rank: #2*

Pros:

- Provides one-way emergency access from Nerka Subdivision;
- Reduced cost with gravel surface;
- Reduced embankment fill required;
- 30-foot crossing culvert;
- ROW acquisition is not required;
- Crossing culvert installed along existing creek channel;
- Minimal creek disturbance.

Cons:

- One-way, exit only road;
- Gravel finished road surface;
- Requires retaining wall and guardrail.

**Alternative 4:**      Engineer's Estimate: **\$897,140.00**

*Bristol Rank: #3*

Pros:

- Reduced cost with gravel surface;
- Reduced embankment fill required;
- 50-foot crossing culvert;
- Crossing culvert installed along existing creek channel;
- Riprap slope protection;
- Minimal creek disturbance;
- Most cost effective alternative.

Cons:

- Single-lane, emergency only road;
- Access Gates Required;
- Gravel finished road surface;
- Emergency only access gates;
- ROW acquisition is required;
- Horizontal & vertical geometry prevents continuous access by public.

▶ **Schedule**

- Design completed by end of 2016
- Environmental permits in hand by summer 2017
- Construction as early as summer 2017
  - Construction spanning 1-2 years
  - Construction is funding dependent
  - Currently not enough funding available



## ► Cost Estimates

Construction Cost Estimate Summary - By Route	
Description	Priority Cost
Base Cost Units	\$2,316,600
R1 - Nerka Drive	\$1,077,215
R2 - Nerka Loop Road	\$1,945,015
R3 - Mallard Lane	\$168,060
R4 - Teal Lane	\$433,510
R4 - Teal Lane Extension	\$1,021,710
R5 - Kingfisher Lane	\$111,610
R6 - Sandhill Lane	\$110,980
R7 - Widgeon Lane	\$364,135
<b>TOTAL ESTIMATE</b>	<b>\$7,548,835</b>

