

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Matanuska-Susitna Borough****Federal Tax ID: 92-0030816****Project Title:****Project Type: Remodel, Reconstruction and Upgrades**

Matanuska-Susitna Borough - Oilwell Road Upgrade

State Funding Requested: \$630,000**House District: Mat-Su Areawide (7-11)**

Future Funding May Be Requested

Brief Project Description:

Six mile upgrade and paving of Oilwell Road to improve resource access and reduce dust pollution.

Funding Plan:

Total Project Cost:	\$6,300,000
Funding Already Secured:	(\$0)
FY2015 State Funding Request:	(\$630,000)
Project Deficit:	\$5,670,000

*Funding Details:**FY10 \$3,450 Mat-Su Borough**FY11 \$276,552 FEMA and Mat-Su Borough**FY12 \$17,159 Mat-Su Borough**FY13 \$53,080 Mat-Su Borough and State of Alaska**FY14 \$155,146 Mat-Su Borough and State of Alaska***Detailed Project Description and Justification:**

The community of Trapper Creek, represented by the Trapper Creek Community Council, the Trapper Creek Road Service Area and the Matanuska -- Susitna Borough respectfully requests the support of the Governor and the Legislature of the State of Alaska to improve access to the western Susitna valley and associated mineral, timber and other resources by upgrading the first six miles of Oilwell Road. A resolution requesting funding was passed jointly by the Trapper Creek Road Service Board and the Trapper Creek Community Council. A poll of the residents along the first 6 miles of Oilwell Road was taken with an overwhelming approval of the project. Total results were: 42 yes; 4 no; and 1 abstention.

Oilwell Road serves the State of Alaska, as well as the Trapper Creek community. Approximately 16 miles of road is in the Trapper Creek Service Area. The last 12 miles extend southwest into remote parts of the western Susitna valley. There are approximately 412 property owners along Oilwell Road, according to Borough records and another 408 property owners southwest and outside the Road Service Area. At this time Oilwell Road is the only way to access these properties by land. The far southwest end of Oilwell Road supports ongoing and future resource development including timber, mining, recreational use and State land sales. There is already one timber sale contract in this area. Oilwell Road accesses the western Susitna valley and has potential to support access to vast portions of the State currently inaccessible by ground transportation, opening up new revenue channels and access opportunities for other communities. Upgrading and paving the first six miles of Oilwell Road will decrease maintenance costs for the Road Service Area, will decrease wear and tear on vehicles, and greatly reduce dust pollution giving the residents of the area and local wildlife better health conditions. It would also improve access for ambulance and fire equipment.

The request for fiscal year 2015 is for \$630,000. These funds will cover design (\$600K) and administration costs (\$30K). If provided these funds will produce a detailed design and accurate cost estimate for the remaining phases of the project. Phase 2 will include construction of the designed upgrade and is currently estimated at approximately \$3.3 million. Phase 3 consists of paving the upgraded road at an estimated cost of approximately \$2.1 million. Including 5% administrative costs the total project cost is estimated at approximately \$6.3 million which is subject to adjustment based on the results of phase 1 design.

Project Timeline:

FY 15 - Project Design and Administration: \$630K
FY 16 - Upgrade construction and Administration: \$3,465K
FY 17 - Paving and Administration: \$2,205K
Total: 6,300K

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

MatSu Borough Road Service Area #30, Trapper Creek

Grant Recipient Contact Information:

Name: Mike Brown
Title: Capital Projects Director
Address: 350 E Dahlia Ave
Palmer, Alaska 99645
Phone Number: (907)745-9517
Email: mike.brown@matsugov.us

Has this project been through a public review process at the local level and is it a community priority? Yes No



MATANUSKA-SUSITNA BOROUGH
ASSEMBLYMEMBER VERN HALTER
DISTRICT 7

350 E. Dahlia Avenue • Palmer, Alaska 99645-6488
Phone (907) 745-9683 • Fax (907) 745-9845

November 25, 2013

The Honorable Sean Parnell
Governor of Alaska
Alaska State Capitol Building
PO Box 110001
Juneau, AK 99811-001

Dear Governor Parnell:

A resolution requesting funding from the Roads to Resource Program was passed jointly by the Trapper Creek Road Service Board and the Trapper Creek Community Council. A poll of the residents along the first 6 miles of Oilwell Road was taken with an overwhelming approval of the project. Total results were: **42 yes**; 4 no; and 1 abstention.

Oilwell Road serves the state of Alaska, as well as the Trapper Creek community. Approximately 16 miles of road is in the Trapper Creek Service Area. The last 12 miles extend southwest and outside our service area.

We have approximately 412 property owners along Oilwell Road, according to Borough records and another 408 property owners southwest and outside our service area. At this time Oilwell Road is the only way to access these properties by land.

The far southwest end of Oilwell Road has the potential for resource development of timber, mining, recreational use and State land sales. There is already one timber sale contract beyond our service area. Oilwell Road also has the potential to access the western Susitna valley and far beyond, opening up new revenue channels and access opportunities for other communities.

Upgrading and paving the first six miles of Oilwell Road should decrease maintenance costs for our road service area, decreasing wear and tear on vehicles, and control the dust giving the residents of the area better health conditions. It would also improve access for ambulance and fire equipment and improved future resource access.

The Honorable Sean Parnell

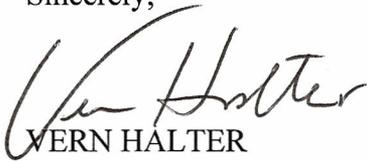
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November 25, 2013

This project is too large a project for our small service area budget, therefore, the Trapper Creek Road Service Board members, Joan Medbery and Hal Morgan, and Assemblymember Vern Halter, would like your assistance in getting Oilwell Road accepted into the Roads to Resource Program.

Note: this letter reflects my opinion only, as the Borough Assembly has not taken an official position on the matter.

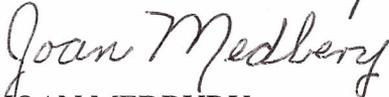
Sincerely,



VERN HALTER

Assembly Member, District No. 7

Matsu Borough



JOAN MEDBURY

Trapper Creek Road Service Area Board Chairperson

A RESOLUTION OF THE ROAD SERVICE AREA #30, TRAPPER CREEK BOARD OF SUPERVISORS AND THE TRAPPER CREEK COMMUNITY COUNCIL JOINTLY REQUEST FUNDING FOR OILWELL ROAD UPGRADE PROJECT.

WHEREAS, the Road Service Area #30, Trapper Creek Board of Supervisors and the Trapper Creek Community Council agree that Oilwell Road is a much needed project; and

WHEREAS, it is the desire of the joint boards to seek funding for upgrading and paving of the first six miles of Oilwell Road in phases as funding allows; and

WHEREAS, this project will support resource development to include the mining of gold, diamonds and coal as well as timber harvesting in the Western Susitna Valley; and

WHEREAS, the joint boards respectfully requests state funding through the Roads to Resources Program in the amount of \$5,800,000 to cover design and construction costs.

NOW, THEREFORE, BE IT RESOLVED, that jointly the RSA 30, Trapper Creek Board of Supervisors and the Trapper Creek Community Council agree to request state funding to upgrade and pave Oilwell Road.

APPROVED by the RSA #30, Trapper Creek Board of Supervisors and the Trapper Creek Community Council:

Joan F Medbery 9-19-13
RSA #30 Supervisor / Date

Paula Cienka 10-17-13
Community Council Member / Date

Sydney H. Meyer 9-19-2013
RSA #30 Supervisor / Date

Paula Cienka 10/17/13
Community Council Member / Date

RSA #30 Supervisor / Date

Community Council Member / Date



MATANUSKA-SUSITNA BOROUGH
Public Works Department
Operations & Maintenance Division Manager

1420 S Industrial Way • Palmer, AK 99645
Phone (907) 745-9831 • Fax (907) 746-5769
E-mail: James.Jenson@matsugov.us

MEMORANDUM

DATE: November 20, 2013

TO: Joan Medbery, RSA #30 Primary

FROM: James Jenson, Operations & Maintenance Division Manager

jj 11/20/13

SUBJECT: Oilwell Road, First 6 miles

Per our discussion about upgrading the first six (6) miles of Oilwell Road the following is an estimate to do the work. This estimate is based on general knowledge of the roadway and does not include any investigation into the ROW, utility location or geotechnical classification of the existing road.

Design - \$600,000
Construction - \$3.3 Million
Paving - \$2.1 Million
Total - \$6 Million

This is a best guess estimate using current costs for upgrading roads in the Matanuska-Susitna Borough.

SUBJECT: UPGRADE AND PAVE THE FIRST 6 MILES OF OILWELL ROAD

AT THE TRAPPER CREEK RSA MEETING OF AUGUST 21, 2013 A RESOLUTION WAS DRAFTED TO REQUEST FUNDING FROM THE ROADS TO RESOURCE PROGRAM FOR UPGRADING AND PAVING THE FIRST 6 MILES OF OILWELL ROAD. THE RESOLUTION WAS WRITTEN AS A JOINT RESOLUTION BETWEEN THE TRAPPER CREEK RSA AND THE TRAPPER CREEK COMMUNITY COUNCIL. THE TRAPPER CREEK RSA PASSED THE RESOLUTION AT THEIR AUGUST 21 MEETING.

THE RESOLUTION WAS TAKEN TO THE TRAPPER CREEK COMMUNITY COUNCIL SEPTEMBER 19th . RESIDENTS AND LAND OWNERS WERE NOT PRESENT AT THIS MEETING SO THE COUNCIL DECIDED TO ADDRESS THE RESOLUTION AT THEIR NEXT MEETING OF OCTOBER 17, 2013.

AS A RESULT: AN INDEPENDENT POLL OF THE RESIDENTS AND LAND OWNERS FROM THE FIRST 6 MILES OF OILWELL ROAD WAS CONDUCTED BY JOAN MEDBERY.

THE RESIDENTS AND LAND OWNERS WERE TOLD ABOUT THE RESOLUTION ASKING FOR FUNDING FROM THE ROADS TO RESOURCE PROGRAM.

THE POLL WAS A YES OR NO POLL ASKING IF THEY DID OR DID NOT WANT THE FIRST 6 MILES OF OILWELL ROAD UPGRADED AND PAVED.
HERE ARE THE RESULTS OF THE POLL.

TOTAL RESULTS: 42 YES 4 NO 1 ABSTAIN

NAME	APPROX. MILE	DATE POLLED	RESPONSE
KOLBECK	.8	10/8/13	YES/YES/ABSTAIN
DANIELS	1.5	9/23/13	YES
WAKELAM	1.5	9/23/13	YES/YES
GARRETT	2.0	9/21/13	YES
DUREN	1.9	9/28/13	YES/YES
RECTOR	1.9	10/6/13	YES/YES
BOONE	2.4	9/23/13	YES/YES
KINDER	2.6	9/25/13	YES/YES
MICHAUD	2.8	9/28/13	YES
DANIELS	2.8	9/25/13	YES/YES
SLIMP	3.0	9/24/13	YES/YES
HARKREADER	3.2	9/24/13	YES
OSMOND	3.3	9/27/13	YES/YES
ROBERTS	3.4	9/29/13	YES
VARNER	3.4	9/23/13	YES/YES
WISE	3.6	10/8/13	YES/YES
KUTNEY	4.2	9/25/13	YES/YES
BATES	4.7	9/24/13	YES
KOTALIK	5.2	9/21/13	YES/YES/YES
CAUSEY	5.4	10/11/13	YES
DELOACH	5.5	9/19/13	NO
GARRETT	5.7	9/21/13	YES
JOKELA	5.8	10/3/13	NO/NO
YEAGER	5.9	10/12/13	YES
SMITH	6.0	9/25/13	YES/YES/YES/NO
NORCROSS	6.0	9/21/13	YES/YES

4/6/2011				4/14/2011				5/12/2011				5/21/2011				5/31/2011				6/15/2011			
Feet	Where	Length	Depth	Feet	Where	Length	Depth	Feet	Where	Length	Depth	Feet	Where	Length	Depth	Feet	Where	Length	Depth	Feet	Where	Length	Depth
												1400	RT	25	1	1386	RT	25	1	1400	RT	Spot	1
								2150	Full	100	1	2140	Full	100	1	2150	Full	125	1	2160	CL/RT	Spot	
												2280	CL/RT	50	1	2280	Full	50	1				
2395	Full	25	1	2425	Full	50	1					2400	Full	50	1								
												2675	LT	100	1								
																2740	CL	Spot	2				
2870	Full	75	1	2895	Full	100	1	2850	LT	100	2	2875	Full	100	2	2890	Full	100	2	2970		Spot	
				3325	Full	25	1																
				3830	Full	50	1	3800	RT	50	1	3775	CL/RT	75	1	3790	Full	50	1	3800	CL/LT	Spot	
				4280	Full	25	1																
				4500	Full	25	1									4475	Full	25	1	4400	Full	25	1
																5295	RT	25	1				
				5610	Full	50	1																
7930	Full	50	1	7875	Full	100	2																
				8141	LT	25	1																
				8595	LT	50	1																
				15950	Full	50	2																
16525	Full	50	1	16500	Full	100	2	16475	RT	100	2	16475	Full	100	1	16530	Full	100	1	16600	Watch	It	
				18100	?	25	1																
				18355	?	25	1									18600	Full						
																18685	RT						
				19200	Full	50	1									19200	Full	50	1				
																19460	RT						
																19620	Full						
																20630	CL			20620	Full	50	1
20945	Full	50	1	20900	Full	100	2	20950	Full	100	2	20900	Full	125	2	20900	Full	100	1	20920	Full	75	2
												21230	Full	75	1	21215	Full	75	1	21230	Full	75	2
				21460	Full	25	1					21425	Full	50	1	21390	Full	75	1	21425		Spot	1
												21630	Full	125	1	21620	Full	125	1	21630	Full	125	2
				22190	Full	25	1																
22280	Full	25	1	22360	Full	25																	
				22930	LT/RT	100	1																
				23135	RT	25	1					23125	LT	50	1								
												23295	RT	25	1	23275	CL/RT	25	1				
								23515	RT	50	1	23535	Full	100	1	23525		75	1				
												24260	Full	50	1	24225	Full	50	1	24260	CL/LT	Spot	1
								25775		25	1	25822	Full	25	1	25790	Full	25	1	25815	CL/RT	Spot	1
												25960	Full	100	1	25925	Full	100	1	26000	CL	Spot	1
				26225	?	25	1	26200		125	1	26250	Full	50	1	26225	Full	50	1				
												26340	Full	75	1	26300		Spot					
26500	Full	25	2	26550	Full	50	2	26500	Full	50	2	26490	Full	100	2	26480		Spot					
								26685		25	1	26750	Full	75	1	26700	Full	100	1				
												27055	RT	25	1	27015	LT	Spot	1				
												27780	Full	25	1	27730	RT	Spot					
				29710	?																		
				30400	RT			30285	RT	25	1	30360	Full	100	1	30300	Full	125	1	30325	CL	75	2
31090	Full	25	1	31050	Full	25	1					31015	Full	50	1	30950	Full	50	1	30985		Spot	
												31100	LT	25	1	31045	CL/RT	Spot					

Yellow is D&S fix
 Pink is Optional
 Maintenance with
 Mike.

Oilwell Road
Project and additional maintenance
July 1, 2009 - January 14, 2014

Rehab ditches	\$ 2,700	
Regrade washout area at Mile 7	\$ 750	
		<u><u>\$ 3,450</u></u> FY10 Total
Raise low & soft spots	\$ 5,000	
Repair & grade	\$ 565	
Moose Creek Bridge	\$ 270,987	
		<u><u>\$ 276,552</u></u> FY11 Total
Brush & grade	\$ 17,159	
		<u><u>\$ 17,159</u></u> FY12 Total
Emergency culvert repair	\$ 11,580	
Pull ditches, crush & compact 1 mile	\$ 10,000	
Repair rd failure, excessive water	\$ 18,000	
Mile 6 - 12 Upgrade	\$ 13,500	
		<u><u>\$ 53,080</u></u> FY13 Total
Culvert install	\$ 1,020	
Remove culvert blockage/beaver dam	\$ 1,050	
Remove culvert blockage	\$ 1,650	
Oilwell Road over Kroto Creek	\$ 151,426	
		<u><u>\$ 155,146</u></u> FY14 Total
Grand Total :	<u><u>\$ 505,386</u></u>	

This list does not include costs for any snowplowing or regular maintenance



Oilwell Road approximately mile 2 during October 2012. Oilwell Road floods during break-up and seasonal heavy rain. Poor drainage and road elevation result in swamps flowing onto the road for up to $\frac{1}{2}$ mile lengths at full road width making travel impossible for up to 400 residents.



Oilwell Road in May 2011. At over 100 locations on the first six miles the road is failing due to improper drainage and underlying frost susceptible materials which percolate to the surface as vehicles compress the soil.



Another of the more than 100 locations where Oilwell Road is failing due to poor road materials and drainage problems. This photograph was taken as part of a 2011 survey of conditions.



June 2013 repairs on Oilwell Road. Matanuska – Susitna Borough repairs impassible spots on Oilwell Road each summer however major upgrades are required to make this road usable year round for the over 800 land owners, mines and timber harvesting operations accessed by the road.



Aerial view of Oilwell Road in September 2009. Improperly constructed drainage systems along the road result in road failure during heavy rains and rapid melt off events leaving residents stranded and cut off from emergency services.

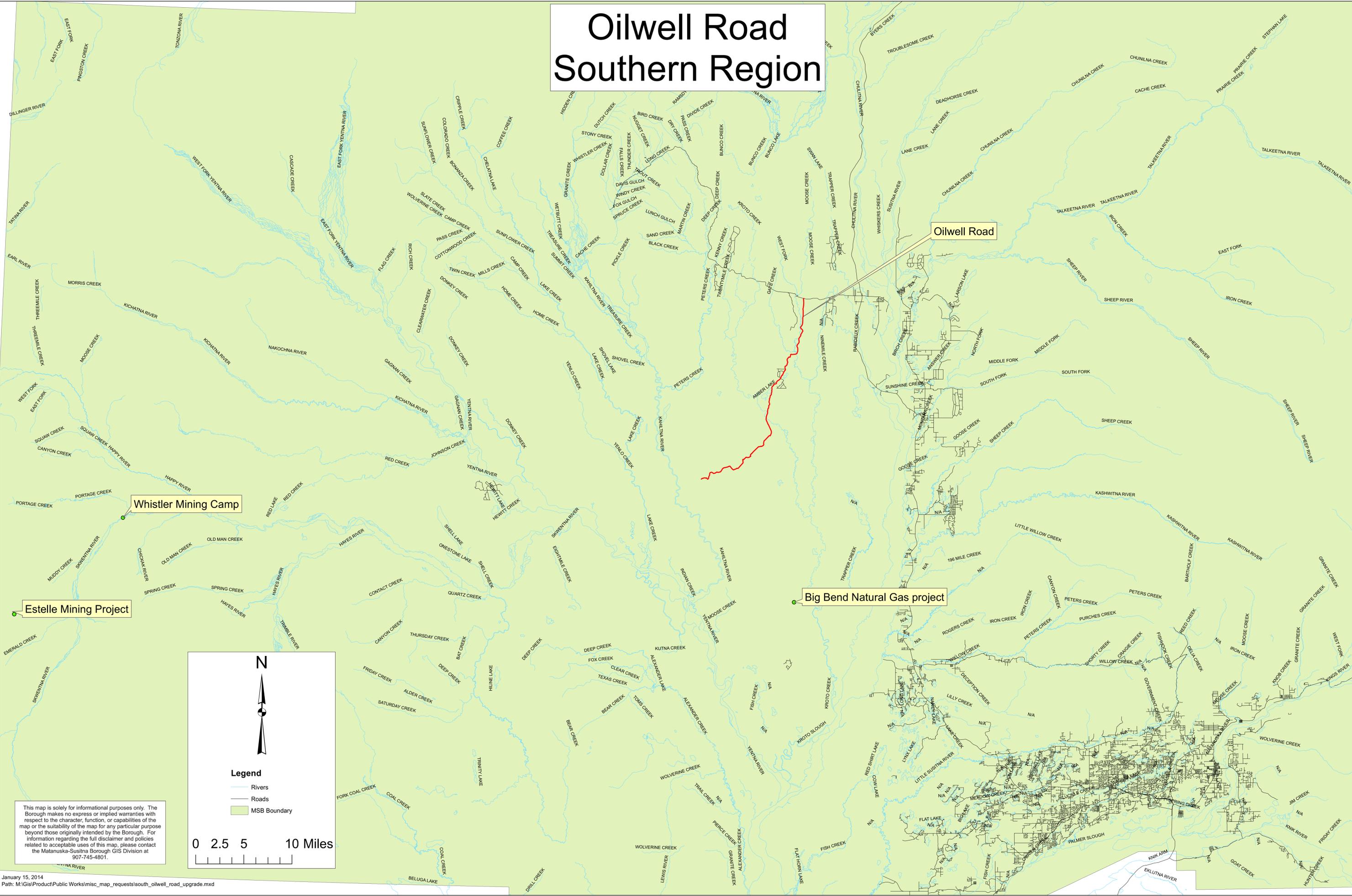


September 2009. Oilwell Road residents added a loading ramp in the foreground to allow foot traffic to homes. Road failure is a common occurrence due to improper drainage and poor construction.



September 2012. Oilwell Road becomes impassible frequently because of poor drainage and improper road elevation. Frequent damage to the road costs the Mat-Su Borough thousands of dollars in repairs annually and cuts off over 400 local residents from food and emergency services.

Oilwell Road Southern Region



Whistler Mining Camp

Estelle Mining Project

Big Bend Natural Gas project

Oilwell Road

Legend

- Rivers
- Roads
- MSB Boundary

0 2.5 5 10 Miles

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