

COMMITTEE REPORT

SENATE

1/19/75

Mr. President:

Date _____

The Committee on FINANCE has had SB 226
Supplemental appropriation to the Department of Public Works
under consideration. A Majority of the members of the Committee

- recommends it DO PASS
- recommends it DO NOT PASS
- recommends it DO PASS WITH ATTACHED AMENDMENT(S)
- recommends it BE REPLACED WITH CS FOR _____ AND THAT
CS FOR _____ DO PASS
- "and" recommends it BE REFERRED TO THE _____
COMMITTEE
- reports it back WITHOUT RECOMMENDATION
- "other"

Members signing the Majority report:

| | | |
|-------|-------|-------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

Members NOT concurring in the Majority report:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ Chairman

A M E N D M E N T

Offered in the SENATE

By SENATOR [Name]

To: SENATE BILL NO. 304

 HOUSE BILL NO.

AMENDMENT: Page 1 Line 10

Section 1:
AMOUNT: \$430,000
TAXES: \$175,000

Section 2: AMOUNT: \$100,000

Section 3, (a):
AMOUNT: \$100,000
TAXES: \$100,000

Section 4: AMOUNT: \$100,000

Section 5:
AMOUNT: \$100,000
TAXES: \$175,000

OV+
DPW COMOFC JNU

SB 226

DPW AVIA AHG

APRIL 14, 1975

TRACY KALDOR

FOLLOWING ARE CASH FLOW PROJECTIONS FOR G.O. BOND PROGRAMS PER YOUR REQUEST.

| | 1970 GO'S | 1972 GO'S | 1974 GO'S |
|---------|-------------|-----------|-------------|
| JUNE 75 | 464,000 | 700,000 | 650,000 |
| JAN 76 | 1,500,000 | 1,500,000 | 3,750,000 |
| JUNE 76 | (1,709,000) | 3,000,000 | 1,000,000 |
| JAN 77 | - | 5,000,000 | 4,000,000 |
| JUNE 77 | - | 1,000,000 | 1,000,000 |
| JAN 78 | - | (700,000) | 1,800,000 |
| JUNE 78 | - | (500,000) | (1,000,000) |
| JUNE 79 | - | - | (900,000) |

THIS IS EXTREMELY SPECULATIVE TO SAY THE LEAST.

BUDGET UNKNOWN IS FEDEFAL GRANT RECEIPTS. RATE OF SPENDING IS HEAVILY DEPENDENT ON THIS AND CURRENT ADAP PROGRAM ENDS JUNE 30. NO TELLING WHAT MAY FOLLOW.

CLAYTON C. HUENERS

DPW COMOFC JNU

DPW AVIA AHG

0

2nd Capital Budget Proposed Project

00109

Form 26 MUST BE COMPLETED AND ATTACHED WITH EACH PROPOSED PROJECT REQUEST

| | | | |
|---|---------------------------|--------------------------|----------------|
| TITLE Ketchikan III Contract Finalization | | OPERATING BUDGET BRU | |
| STARTING DATE July 1975 | COMPLETION DATE July 1975 | TOTAL PROJECT COST 400.0 | PRIORITY T76-1 |
| LOCATION Ketchikan | AREA SERVED Ketchikan | ELECTION DISTRICT 1 | |
| SOURCE COST ESTIMATE Division of Aviation | | DATE October 1974 | |

DESCRIPTION
 Additional funds are required to financially close this physically completed project. Overexpenditures of \$400,000 were incurred primarily in settlement of a \$325,000 contractor claim and excess engineering costs incurred due to the project being completed almost a year later than anticipated. The original funding established for this project was very restrictive and there was virtually no contingency to absorb these unanticipated costs.

| | |
|--------------|---|
| PROJECT TYPE | |
| CONSTRUCTION | <input checked="" type="checkbox"/> EQUIPMENT |
| IMPROVEMENT | <input type="checkbox"/> LAND |

| | |
|---|-------------------------------------|
| PROJECT PURPOSE | |
| Major Maintenance (Rehab) | <input type="checkbox"/> |
| Improvement or up-grading Services | <input type="checkbox"/> |
| Accommodation increase demand | <input type="checkbox"/> |
| New program or service accommodation | <input type="checkbox"/> |
| Supplement previous authorized funds | <input checked="" type="checkbox"/> |
| Preliminary feasibility or cost studies | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |

| PROJECT EXPENDITURES | TOTAL | BUDGET YEAR | BUDGET YEAR PLUS 1 | BUDGET YEAR PLUS 2 | REMAINING COST |
|---|-------|-------------|--------------------|--------------------|----------------|
| TOTAL ANNUAL EXPENDITURE (Capital Cost) | 400.0 | 400.0 | | | |
| PLANNING AND ENGINEERING | | | | | |
| LAND | | | | | |
| CONSTRUCTION | 400.0 | 400.0 | | | |
| EQUIPMENT | | | | | |
| ADMINISTRATION AND OTHER | | | | | |

| APPROPRIATION REQUEST | BUDGET YEAR |
|--------------------------------|-------------|
| Federal Receipts | |
| Required General Fund Matching | |
| Other General Fund | 400.0 |
| G. O. Bonds | |
| ASHA Bonds | |
| Inter-Agency Transfers | |
| Other | |
| TOTAL | 400.0 |

| OPERATIONAL COST AND NO. PERSONNEL INCREASE (DECREASE) | | ULTIMATE ANNUAL | BUDGET YEAR | BUDGET YEAR PLUS 1 | BUDGET YEAR PLUS 2 |
|--|---------------|-----------------|-------------|--------------------|--------------------|
| FUNDING SOURCE | OTHER SOURCES | | | | |
| | GENERAL FUND | | | | |
| TOTAL ANNUAL OPERATIONAL COST | | -0- | -0- | | |
| POSITIONS FULL-TIME EQUIVALENTS | | -0- | -0- | | |

AGENCY Public Works PROGRAM Trunk Airport Construction PROJECT Ketchikan III Contract Finalization

25 CAPITAL BUDGET PROPOSED PROJECT

2) Capital Budget Project Justification

00110

STATE GOAL

A Statewide system of transportation and communication responsive to the unique needs of Alaska.

PLANNING OBJECTIVE:

Provide transportation opportunities for efficiently moving people and goods into and within Alaska at a reasonable cost.

Expand Below responses as required--Repeat heading when commencing response--Use Form 23 as continuing sheet--Respond in numerical order--Submit justification each project listed Form 24-- Attach feasibility studies when available.

I. DOCUMENTATION OF NEED (Cite quantitative and measurable need)

III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability)

II. ANALYSIS IMPACT ON OPERATIONAL EXPENSE (Estimate and justify)


IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected)

- I DOCUMENTATION OF NEED - Supplemental funding of \$400,000 is required to financially close out the completed Ketchikan III project which overran previously authorized funds (G.O. Bonds & ADAP = \$2,042,999) due to a \$325,000 contractor claim settlement and excess engineering costs incurred due to late project completion. This supplemental General Fund appropriation will also provide for repayment of \$255,000 loan from the 1972 G.O. Bond Fund.
- II ANALYSIS IMPACT ON OPERATIONAL EXPENSE - Supplemental funding for contract finalization will have no effect on operational expense.
- III DOCUMENTATION OF ESTIMATED CAPITAL COST - Total costs of this project have been established.
- IV IDENTIFICATION OF ALTERNATIVES CONSIDERED
1. Supplement with new G.O. Bond appropriation. Rejected because of 1977 timing for receipt.
 2. Do nothing. Rejected as project costs are established and financial closure is required.

AGENCY Public Works PROGRAM Trunk Airport Construction PROJECT Ketchikan III Contract
Finalization

26

CAPITAL BUDGET
PROJECT JUSTIFICATION

TO: FROM: 
William A. Allison
Claims Engineer

DATE : January 14, 1974

SUBJECT: Memo for Record
Ketchikan III Claims
ADAP 8-02-0144-02-72

This memo is an explanation of Supplemental Agreement No. 9 and includes the reasoning used in settling contractors claims totalling \$1,101,943.46 for \$325,000.00 plus release of liquidated damages amounting to \$274,800.00 and a retention of \$37,000.00. Paragraph numbering corresponds to that of the Claim Items.

1. Snow and Ice in Shot Rock Stockpile (23,095.00)

This condition was known to the State, but was not shown on the plans nor mentioned in the specifications. The crushing subcontractor claimed that the condition slowed down his work such that five added crusher shifts were required. We agree.

2. Added Base Course Laydown Costs (76,822.00)

The contractor required some six weeks to get any of the base course in condition for priming and paving. He claims that surveying by the State was faulty and that 22 added base course laydown shifts were required as a result. The contractor had equipment problems on this phase of the work, particularly in obtaining parts for his CMI Autograde machine. This resulted in the necessity of using graders for base course laydown on all of the left half of the runway. The State survey crew staked this area for CMI use and apparently refused to place the added stakes needed for the grader operation. Also, the contractor has pointed out that the "red tops" used were miniature hubs approximately 5/8 x 5/8 by 5 1/2 inches long. They were easily disturbed by equipment and, no doubt, contributed greatly to the errors in the top of base course elevations. The State has agreed to accept 50% responsibility for the cost of the 22 added base course laydown shifts.

3. Additional Asphalt Laydown Costs (23,622)

The contractor claims this as the cost of seven additional paving shifts required because of actions by the State. Although the specifications required priming before paving, the conditions under which priming was permitted were admittedly rare in Ketchikan. The contractor was delayed considerably during

January 14, 1974

the period from August 7, 1972, until August 28, 1972, at which time it was decided that priming could be deleted. Also included in this claim is the delay entailed with attempting to meet theoretical finish grades on the second lift of runway paving when, as it was later found, the top of base course did not meet its theoretical grade. See item 2. The State has agreed to accept 50% responsibility for this item.

4. Removal of Pavement (33,404.00)

The calculations for this item include equipment and crew costs for removing 670 tons of pavement rejected for failure to meet the smoothness tolerance. The State has admitted that cross sections show the top of base course to vary from design grade by more than 0.1 feet in places, and that this was not known until after the end of the 1972 paving season. It is concluded that this would contribute to difficulty in meeting smoothness tolerance and the State should bear 50% of the responsibility for this item.

5. Patching Pavement (39,344.00)

This applies to the same 670 tons of pavement removed in item no. 4 and the State has accepted 50% responsibility.

6,7,9,10,11, and 12. Winter Shutdown Costs (826,490)

No attempt is made here to discuss the merits of each one of these six items. They comprise 75% of the total claim and are based on the contention that the project could have been completed in 1972 had it not been for actions by the State. There is much evidence to show that the contractor supervision was poor, that he was late getting set up and ready to pave, that the equipment caused continual problems and that many good daylight paving hours were not utilized for that purpose, to avoid working the crews overtime. A reasonably good case can be assembled attributing all of the fault for the carryover to the 1973 season to the contractor. However, there would be a considerable risk in doing this if the case were carried to its conclusion in litigation. The contractor would point out that he placed the required thickness of pavement (see item 8 below) and it was not known until after the winter shutdown that the State had accepted a top of base course which did not meet the elevation tolerance required for that top of pavement. For the most part, this is attributable to a failure to recheck elevations before the base course finish was declared ready for pavement. The State has agreed to participate in items 2, 3, 4, and 5 which, of course, involved time. It appears to be prudent to admit to 20% of the winter shutdown costs in the negotiated settlement of this claim in order to avoid the risk of being assessed the entire \$826,490.00 in court.

8. Sife Investigation Cost (12,290.00)

In a meeting with the contractor in February, 1973, at which time the surveying deficiencies were discussed, it was decided to verify pavement thickness by an extensive coring program. It was agreed that the State would participate in the costs if it was found that thicknesses were within tolerance. Some 230 cores were cut, almost all of which were of the proper thickness. The State agreed to accept 50% of this cost.

13. Compacted Backfill in Electrical Trenches (1,523.00)

14. Crushed Rock Backfill in Electrical Trenches (8,463.00)

These two small items are considered together because they resulted from the same specification oversight. No trench backfill compaction requirement is included in the specifications for the direct burial runway, taxiway and apron lighting cable. However, the base course specification requires compaction of the top 6 inches of the subbase before the crushed rock was placed. The State took the position that the entire trench backfill had to be compacted in order to meet the requirement for the top 6 inches. Obviously, this would not stand up in litigation and the State accepted full responsibility for these two items.

15. Finish Area Under Shot Rock Stockpile (8,463)

This stockpile was placed by the previous contractor, Dravo Corporation, on the upper apron. The area had not been graded to finish subgrade when it was decided to stockpile there. This work remained for Stewart-Erickson to do and the State admitted responsibility.

16. Bituminous Surface Placed but not Paid (11,570.00)

17. Delete Retention for Low Density a. c. (18,105.00)

These items were included in the contract close out negotiations but were not considered as a part of this claim settlement. They are a part of a \$37,000 retention of the semi-final Pay Voucher, the release of which was included in the settlement. The State felt justified in this release because the marginal workmanship involved does not affect the utilization of the facility. Included are such items as below specification density in the non traffic lanes immediately in front of the terminal building and out of tolerance lateral smoothness in places on the runway.

18. Payment for Crushed Rock Stockpile (8,000.00)

Upon completion of the work a stockpile of crushed rock of this value remained at the batch plant site. It is proper that the State should pay for this crushing cost.

January 14, 1974

Miscellaneous Items (12,509.46)

No attempt will be made here to enumerate all of these items. They include such matters as a subcontractors claim for repainting the interior of the Regulator Building because moisture came through the walls. Exterior waterproofing was not originally required, but it was later added. Another item was a subcontractors claim for the cost of replacement of a section of direct burial cable damaged by the shot rock backfill. Prior to placing this cable, the subcontractor pointed out the risk of using shot rock backfill as was specified. He felt that this risk should be borne by the State, not by him. This seems reasonable. The State accepted responsibility for all of these miscellaneous items.

Time Change, 229 Days


Although this paving project should have been completed on October 30, 1972, the State would not have been in a position to use it until June, 1973, when other contractors finished their work. The State would not be able to prove any substantial actual damages and could not justify retention of \$274,800 in liquidated damages. A 229 day time extension and release of the liquidated damages was a part of the close out negotiations.

MEMORANDUM

State of Alaska

TO: George W. Easley
 Commissioner
 Department of Public Works

DATE : June 14, 1973

FROM:  Ed Granger, Director
 Division of Aviation

SUBJECT: Ketchikan Airport, Stage III
 ADAP No. 8-02-0144-02-72

Attached is a letter from Stewart-Erickson dated June 8, 1973, and a claim in the amount of \$1,089,434. Addison has acknowledged receipt and has pointed out that the claim is not in the proper format since each item is not referenced to an appropriate contract article or section. A copy of this acknowledgement is attached.

We propose to handle these claims (once they are submitted in proper form) in the same manner as the Dravo Claims. That is, we will provide an Engineer's decision on each item of claim prior to your involvement in the matter, assuming, of course, that the Engineer denies each claim. We will not admit to any State liability without first obtaining your concurrence.

Attachments: As Stated

| | Init. |
|-------------------------|-------------------------------------|
| Commissioner | <input checked="" type="checkbox"/> |
| Deputy Commissioner | <input checked="" type="checkbox"/> |
| Administrative Director | <input checked="" type="checkbox"/> |
| Aviation | |
| Buildings | |
| Communications | |
| Marine Transportation | |
| Water & Harbors | |
| Fiscal | |
| Leasing | |
| Personnel | |
| Property & Supply | |
| Payroll | |
| Mail & Records | |

June 12, 1973

RE: Ketchikan Airport, Stage III
ADAP No. S-02-0144-02-72

Stewart-Erickson Company
4242 22nd Avenue, West
Seattle, Washington 98199

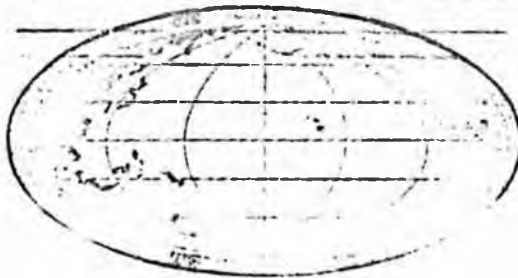
Gentlemen:

This will acknowledge your letter of June 8, 1973, by which you transmitted "claims" totalling \$1,039,434. Your attention is invited to the requirement that a properly submitted claim must be referenced to an appropriate contract section or article. In our opinion, the compilation of costs as submitted with your letter does not satisfy the legal requirements of a claim notification. In other words, each item of claim must allege a violation of the Construction Specification or of a General Contract Provision (e.g. CCP 50-13, Disputed Claims for Extra Work). This should be done prior to a meeting involving detailed discussion of the merits of any or all of the claims. However, we will be available to meet with you at any time to discuss our differences in general terms.

Very truly yours,

J. K. Addison
Chief Construction Engineer

JK/AAA:masa



Stewart-Erickson

4242 - 22nd Avenue West
Seattle, Washington 98199
Phone: (206) 283-5225
Cable: AOSENG Seattle
Telex: 320-167

Post Office Box 670
Libby, Montana 59923
Phone: (406) 293-6261
Mobile 85

June 8, 1973

Mr. J. K. Addison
Chief Construction Engineer
State of Alaska
Department of Public Works
Division of Aviation
4510 International Airport Road
Anchorage, Alaska 99502

Subject: Ketchikan Airport
ADAP No. 8-02-0144-02-72
Claim for Equitable Adjustment

Dear Mr. Addison:

Submitted herewith are three (3) copies of our claim for an equitable adjustment of costs and time extension of referenced job. It includes costs for delay of contract completion occasioned by actions of the State of Alaska personnel, additional work as a result of such actions and also includes other costs which had been presented earlier and have either been rejected by the State or subject to further consideration by you for an equitable adjustment.

Pertinent data outlining basis and justification for this claim have been presented to you previously in the form of correspondence, charts, diagrams, and have been discussed in detail at several meetings between our respective personnel. No useful purpose would be served to reiterate it here. In lieu thereof you will find applicable references listed on each of the cost detail sheets included in the claim.



STEWART-ERICKSON

State of Alaska
Anchorage, Alaska

June 8, 1973
Page Two

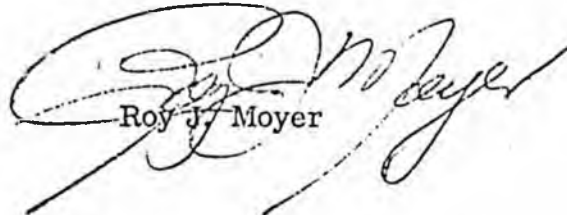
As for time extension for contract completion, we refer you to our letter of April 4, 1973, in which we requested a minimum of 229 calendar days and the justification for such an extension. It now appears that time in excess of the 229 days will be required as certain tests for the emergency generator are dependent on the availability of permanent power, which is the responsibility of others. We assume that in view of this fact, additional contract time will be granted to allow for this situation.

In submitting this claim it is not our intention to request a contracting officer's decision at this point, but rather be afforded the opportunity to meet with you and your people to discuss this claim in detail as suggested in your telex of April 11, 1973.

We will be available to meet at your convenience, at the time and place you desire and will await your suggestion in that regard.

Sincerely,

STEWART-ERICKSON



Roy J. Moyer

RJM:bjs
Enclosures

CLAIM FOR EQUITABLE ADJUSTMENT
KETCHIKAN AIRPORT, STAGE III
ADAP NO. 8-02-0144-02-72

Stewart-Erickson
June 8, 1973

SUMMARY OF COSTS

| <u>ITEM</u> | <u>DETAIL SHEET NO.</u> | <u>AMOUNT</u> |
|--|-------------------------|------------------------------|
| 1. Snow/Ice in Stockpile | 1 | \$ 23,095.00 |
| 2. Added Base Course Laydown Costs | 2 | 76,822.00 |
| 3. Added A/C Laydown Costs | 3 | 23,622.00 |
| 4. Removal of Pavement | 4-5 | 33,404.00 |
| 5. Patching Pavement | 6 | 39,664.00 |
| 6. Winter Shutdown Costs | 7-8 | 34,529.00 |
| 7. Winter Maintenance Costs | 9 | 22,025.00 |
| 8. Site Investigation Costs | 10 | 12,290.00 |
| 9. Equipment Standby Costs | 11-13 | 347,514.00 |
| 10. Equipment Costs - 1973 | 11-13 | 235,531.00 |
| 11. Remedialization Costs | 14-16 | 56,487.00 |
| 12. Added Job Overhead | 17 | 130,404.00 |
| 13. Compacting Backfill - Electrical Trenches | 18 | 1,523.00 |
| 14. Crushed Rock Backfill - " " | 18 | 8,463.00 |
| 15. Finish Area Under Shot Rock Stockpile | 19 | 6,386.00 |
| 16. Bituminous Surface Placed - Not Paid | 20 | 11,570.00 |
| 17. Delete Retention for Low Density | 20 | 18,105.00 |
| 18. Payment for Crushed Rock Left in Stockpile | 21 | 8,000.00 |
| | | <hr/> |
| | TOTAL CLAIM: | <u><u>\$1,089,434.00</u></u> |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 1 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|---|-----------------|--------------|------------------|--------------|
| SNOW/ICE IN SHOT ROCK STOCKPILE | | | | |
| 5 ADDED SHIFTS FOR CRUSHING (Ref. Letters - 6/29/72 & 4/4/73) | | | | |
| Crushing Equipment - 5 @ \$1,200.00 | --- | --- | \$ 6,000.00 | \$ 6,000.00 |
| Crushing Operating Costs - 5 @ \$315.00 | --- | --- | 1,575.00 | 1,575.00 |
| Related Equipment - Loaders | --- | --- | --- | --- |
| Dozer, Truck, etc. - 5 @ \$350.00 | --- | --- | 1,750.00 | 1,750.00 |
| Dozer, Truck, etc. Operating Costs - 5 @ \$335.00 | --- | --- | 1,675.00 | 1,675.00 |
| Labor for above - 5 @ \$1,149.00 | --- | \$ 5,745.00 | --- | 5,745.00 |
| | | | | <hr/> |
| Sub-Total: | --- | \$ 5,745.00 | \$11,000.00 | \$16,745.00 |
| Labor Taxes @ 15% | --- | --- | --- | 862.00 |
| Subsistence - 35 Man Days x 7/5 x \$20.00 | --- | --- | --- | 980.00 |
| Boat Haul - 5 shifts x \$100.00 | --- | --- | --- | 500.00 |
| | | | | <hr/> |
| Overhead & Profit @ 10% & 10% | --- | --- | --- | \$19,087.00 |
| | | | | 4,008.00 |
| | | | | <hr/> |
| TOTAL FOR SNOW/ICE IN SHOT ROCK STOCKPILE | | | | \$23,095.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 2 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------------|
| ADDED BASE COURSE LAYDOWN COSTS | | | | |
| 22 ADDED SHIFTS (Ref. Letters - 1/4/73 & 4/4/73) | | | | |
| Equipment - 22 @ \$627.00 | --- | --- | \$13,794.00 | \$13,794.00 |
| Equipment Oper. - 22 @ \$433.00 | --- | --- | 9,526.00 | 9,526.00 |
| Labor - 22 @ \$1,233.00 | --- | \$27,126.00 | --- | 27,126.00 |
| | | | | |
| Sub-Total: | --- | \$27,126.00 | \$23,320.00 | \$50,446.00 |
| | | | | |
| Labor Taxes @ 15% | --- | --- | --- | 4,069.00 |
| Subsistence - 242 Man Days x 7/5 x \$20.00 | --- | --- | --- | 6,776.00 |
| Boat Haul - 22 shifts x \$100.00 | --- | --- | --- | 2,200.00 |
| | | | | |
| | | | | \$63,491.00 |
| Overhead & Profit @ 10% & 10% | --- | --- | --- | 13,331.00 |
| | | | | |
| TOTAL FOR ADDED BASE COURSE LAYDOWN COSTS | | | | \$76,822.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 3 of 21

| <u>ITEM-</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------------|
| B. ADDED ASPHALT LAYDOWN COSTS | | | | |
| 7 ADDITIONAL SHIFTS (Ref. Letters - 1/4/73 & 4/4/73) | | | | |
| Equipment - 7 @ \$552.00 | --- | --- | \$ 3,864.00 | \$ 3,864.00 |
| Equipment Operating Costs - 7 @ \$473.00 | --- | --- | 3,311.00 | 3,311.00 |
| Labor - 7 @ \$1,179.00 | --- | \$ 8,253.00 | --- | 8,253.00 |
| | | | | |
| Sub-Total: | --- | \$ 8,253.00 | \$ 7,175.00 | \$15,428.00 |
| | | | | |
| Labor Taxes - 15% | --- | --- | --- | 1,238.00 |
| Subsistence - 77 Man Days x 7/5 x \$20.00 | --- | --- | --- | 2,156.00 |
| Boat Haul - 7 shifts x \$100.00 | --- | --- | --- | 700.00 |
| | | | | |
| | | | | \$19,522.00 |
| Overhead & Profit - 10% & 10% | --- | --- | --- | 4,100.00 |
| | | | | |
| TOTAL FOR ADDED ASPHALT LAYDOWN COSTS | | | | \$23,622.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 4 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------|
| 4. REMOVAL OF PAVEMENT - 670 TN (Ref. Letters 1/4/73 & 4/4/73) | | | | |
| A. LOAD & HAUL | | | | |
| Equipment & Crew - | | | | |
| Loader - 966 | --- | --- | \$ 195.00 | \$ 195.00 |
| Trucks (2) 10 cy | --- | --- | 190.00 | 190.00 |
| Loader Oper. | --- | \$ 116.00 | --- | 116.00 |
| Truck Driver (2) | --- | 224.00 | --- | 224.00 |
| Laborers (3) | --- | 309.00 | --- | 309.00 |
| Foreman w/P. U. | --- | 120.00 | 15.00 | 135.00 |
| <hr/> | | | | |
| Shift Cost: | --- | \$ 769.00 | \$ 400.00 | \$ 1,169.00 |
| 670TN ÷ 110TN/Shift = 6 shifts | --- | 4,614.00 | 2,400.00 | 7,014.00 |
| B. REGRADING BASE COURSE | | | | |
| Roller | --- | --- | \$ 95.00 | \$ 95.00 |
| 14E Patrol | --- | --- | 105.00 | 105.00 |
| Truck - 10 cy | --- | --- | 95.00 | 95.00 |
| Patrol Operator | --- | \$ 113.00 | --- | 113.00 |
| Truck Driver | --- | 112.00 | --- | 112.00 |
| Roller Operator | --- | 112.00 | --- | 112.00 |
| Laborers (2) | --- | 206.00 | --- | 206.00 |
| <hr/> | | | | |
| Shift Cost: | --- | \$ 543.00 | \$ 295.00 | \$ 838.00 |
| 5 shifts required | --- | 2,715.00 | 1,475.00 | 4,190.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 5 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|---|-----------------|--------------|------------------|--------------------|
| C. SAWING & HAND CHIPPING | | | | |
| Conc. Saw - 2 months | --- | --- | \$ 300.00 | \$ 300.00 |
| Saw Blade | \$ 250.00 | --- | --- | 250.00 |
| Laborers - (4) x 21 shifts = 84 shifts | --- | \$ 8,652.00 | --- | 8,652.00 |
| | <hr/> | | | |
| Shift Cost: | \$ 250.00 | \$ 8,652.00 | \$ 300.00 | \$ 9,202.00 |
| SUMMARY: | | | | |
| Load & Haul | --- | \$ 4,614.00 | \$ 2,400.00 | \$ 7,014.00 |
| Regrading Base Course | --- | 2,715.00 | 1,475.00 | 4,190.00 |
| Sawing & Chipping | \$ 250.00 | 8,652.00 | 300.00 | 9,202.00 |
| | <hr/> | | | |
| Sub-Total: | \$ 250.00 | \$15,981.00 | \$ 4,175.00 | \$20,406.00 |
| Labor Tax - 15% | --- | --- | --- | 2,397.00 |
| Subsistence - 87 Man Days x 7/5 x \$20.00 | --- | --- | - | 4,004.00 |
| Boat Haul - 8 shifts @ \$100.00 | --- | --- | --- | 800.00 |
| | <hr/> | | | |
| Overhead & Profit @ 10% & 10% | | | | \$27,607.00 |
| | | | | 5,797.00 |
| | <hr/> | | | |
| TOTAL FOR REMOVAL OF PAVEMENT | | | | \$33,404.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 6 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------------|
| B. PATCHING PAVEMENT - 670 TN (Ref. Letters - 1/4/73 & 4/4/73) | | | | |
| Bid Prices | | | | |
| 5a Lit. Surface Course - 670 T @\$14.25 | \$ 9,548.00 | --- | --- | \$ 9,548.00 |
| 5b Asphalt Cement - 34T @ \$175.00 | 5,950.00 | --- | --- | 5,950.00 |
| Placing Crew & Equipment | | | | |
| Single Shift cost - (See Sheet 3) | --- | \$ 1,179.00 | \$ 1,025.00 | 2,204.00 |
| 100 TN/Shift = 6.7 Shifts | --- | 7,899.00 | 6,868.00 | 14,767.00 |
| Reduce 1/2 Shift for regular production in B. I. 5a above | --- | (589.00) | (513.00) | (1,102.00) |
| Sub-Total: | \$15,498.00 | \$ 7,310.00 | \$ 6,355.00 | \$29,163.00 |
| Labor Tax - 15% | --- | --- | --- | 1,097.00 |
| Subsistence - 65 Man Days x 7/5 x \$20.00 | --- | --- | --- | 1,820.00 |
| Boat Haul - 7 shifts x \$100.00 | --- | --- | --- | 700.00 |
| | | | | 32,780.00 |
| Overhead & Profit @ 10% & 10% | | | | 6,884.00 |
| TOTAL FOR PATCHING PAVEMENT | | | | \$39,664.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 7 of 21

| | <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|----|---|-----------------|--------------|------------------|--------------|
| B. | WINTER SHUT DOWN COSTS (Ref. Letters 1/4/73 & 4/4/73) | | | | |
| A. | Winterize Equipment | | | | |
| | Trucks - 30 units | \$ 830.00 | \$ 1,568.00 | --- | \$ 2,398.00 |
| | Loaders, Rollers, Cmi - 9 units | 523.00 | 896.00 | --- | 1,419.00 |
| | Misc. Engines - 10 units | 110.00 | 478.00 | --- | 588.00 |
| B. | Secure Batch Plant | | | | |
| | Disconnect Electrical | \$ 71.00 | \$ 423.00 | --- | \$ 494.00 |
| | Protect Electric Motors | 518.00 | 1,212.00 | --- | 1,730.00 |
| | Move Control House | 289.00 | 2,516.00 | \$ 987.00 | 3,792.00 |
| | Misc. Closures | 222.00 | 1,243.00 | --- | 1,465.00 |
| C. | Empty Diesel Tanks - Barge Fee | --- | \$ 448.00 | \$ 153.00 | \$ 601.00 |
| | | \$ 300.00 | --- | --- | 300.00 |
| D. | Secure Office Trailer | \$ 198.00 | \$ 560.00 | --- | 758.00 |
| E. | Secure Boats Store Runabouts | \$ 50.00 | \$ 228.00 | --- | \$ 278.00 |
| F. | Secure Asphalt Heating System | \$ 699.00 | \$ 2,568.00 | --- | \$ 3,267.00 |
| G. | Protect Patch Areas on Runway | \$ 72.00 | \$ 1,144.00 | --- | \$ 1,216.00 |
| H. | Cover Aggregate Stockpiles | \$ 977.00 | \$ 1,913.00 | --- | \$ 2,890.00 |
| | Sub-Total: | \$ 4,859.00 | \$15,197.00 | \$ 1,140.00 | \$21,196.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 8 of 21

| <u>ITEM</u> | | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|------------|-----------------|--------------|------------------|--------------------|
| B, WINTER SHUT DOWN COSTS (<u>CONTINUED</u>) | | | | | |
| (CARRIED OVER) | Sub-Total: | \$ 4,859.00 | \$15,197.00 | \$ 1,140.00 | \$21,196.00 |
| Labor Taxes - 15% | | --- | --- | --- | 2,280.00 |
| Subsistence - 145 Man Days x 7/5 x \$20.00 | | --- | --- | --- | 4,060.00 |
| Boat Haul - 10 shifts x \$100.00 | | --- | --- | --- | 1,000.00 |
| | | | | | \$28,536.00 |
| Overhead & Profit @ 10% & 10% | | | | | 5,993.00 |
| | | | | | \$34,529.00 |
| TOTAL FOR WINTER SHUT DOWN COSTS | | | | | \$34,529.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 9 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------|
| 7. WINTER MAINTENANCE COSTS (Ref. Letters 1/4/73 & 4/4/73) | | | | |
| Watchman - 5 mo. | --- | \$ 1,000.00 | --- | \$ 1,000.00 |
| Supervision - 5 mo. | --- | 15,000.00 | --- | 15,000.00 |
| Supervisory Travel - 3RT @ \$131.00 = \$393.00 | \$ 393.00 | --- | --- | 393.00 |
| Supervisory Expenses - 18 @ \$45.00 = \$810.00 | 810.00 | --- | --- | 810.00 |
| Storage Costs for Equipment | 1,000.00 | --- | --- | 1,000.00 |
| | <hr/> | | | |
| Sub-Total: | \$ 2,203.00 | \$16,000.00 | --- | \$18,203.00 |
| Overhead & Profit @ 10% & 10% | | | | 3,822.00 |
| | <hr/> | | | |
| TOTAL FOR WINTER MAINTENANCE COSTS | | | | \$22,025.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson

June 8, 1973

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| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------------|
| 1. SITE INVESTIGATION COSTS - (Ref. Letter 1/4/73) | | | | |
| Coring & Engineering | | | | |
| Engineer - one (1) month | \$ 389.00 | \$ 1,900.00 | --- | \$ 2,289.00 |
| Labor to Core - 60 hr. | --- | 900.00 | --- | 900.00 |
| Coring Machine - one (1) week | --- | ---- | \$ 75.00 | 75.00 |
| Core Bits - one (1) ea. @\$170.00 | 170.00 | ---- | --- | 170.00 |
| Portable Generator for two (2) weeks | --- | ---- | 50.00 | 50.00 |
| Pick-up - two (2) weeks | --- | ---- | 70.00 | 70.00 |
| Survey Equipment - one (1) month | 150.00 | ---- | --- | 150.00 |
| Seattle Office Engineering | | | | |
| Engineering - 140 hrs. | --- | \$ 3,500.00 | --- | \$ 3,500.00 |
| Travel - | | | | |
| Anchorage - Seattle 6 RT @ \$218.00 | \$ 1,308.00 | ---- | --- | \$ 1,308.00 |
| Ketchikan - Seattle 5 RT @ \$131.00 | 655.00 | ---- | --- | 655.00 |
| Travel Expenses 22 days @ \$45.00 | 990.00 | ---- | --- | 990.00 |
| Sub-Total: | \$ 3,662.00 | \$ 6,300.00 | \$ 195.00 | \$10,157.00 |
| Overhead & Profit @ 10% & 10% | | | | 2,133.00 |
| TOTAL FOR SITE INVESTIGATION COSTS | | | | \$12,290.00 |

EQUIPMENT COST SCHEDULE

Stewart-Erickson

KETCHIKAN AIRPORT

June 8, 1973

Ref. letters - 1/4/73 & 4/4/73

CLAIM

Sheet 11 of 21

| EQUIPMENT | SIZE OR MODEL | VALUE | AGC OWNERSHIP Cost-Mo.-% | Item 9. | Item 10. | 2 or 3 MONTH OVERHEAD EQUIPMENT |
|------------------------|---------------------|-------------|--------------------------------|---------------------------|----------------------------|---------------------------------------|
| | | | | 5 MONTH STANDBY /2/ | 2 MONTH OPERATED /6/ | |
| 966 Loader | 5 CY | \$42,000.00 | 7.2 | \$15,120.00 | \$12,096.00 | --- |
| Lorain Crane | 45 TON | 48,000.00 | 4.9 | --- /3/ | 5,000.00 | --- |
| Grader - Cat | 14 E | 33,000.00 | 5.8 | 9,570.00 | 7,656.00 | --- |
| CMI | | 47,000.00 | 9.3 | 10,928.00/4/ | --- | --- |
| Roller-Raygo 404 | 404 | 22,564.00 | 7.0 | 7,897.00 | 8,288.00 | --- |
| " A-W | 84 | 13,487.00 | 4.6 | 3,095.00 | 2,476.00 | --- |
| " A-W | 84 | 13,487.00 | 4.6 | 3,095.00 | 2,476.00 | --- |
| " Bros | | 22,219.00 | 8.5 | 9,443.00 | 7,554.00 | --- |
| " Galion | TC-8-12G | 10,000.00 | 4.6 | 2,300.00 | 1,840.00 | --- |
| Sweeper - Ford | 801 | 2,500.00 | 6.2 | 1,025.00 | 820.00 | --- |
| Cleaver - Brooks | | 6,600.00 | 7.7 | 2,541.00 | 2,032.00 | --- |
| Retort | 12AA | 4,500.00 | 7.7 | 1,733.00 | 1,386.00 | --- |
| Retort | | 4,500.00 | 7.7 | 1,733.00 | 1,386.00 | --- |
| Kocal - Not Used | 4590 | 5,000.00 | 7.7 | --- /5/ | --- | --- |
| B-G Asphalt Plant | 200 TPH | 249,961.00 | 7.5 | 93,735.00 | 74,988.00 | --- |
| Blaw-Knox Paver | PF180 | 48,718.00 | 8.2 | 17,924.00 | 14,340.00 | --- |
| A/C Tanks w/o oils | | 5,750.00 | 8.0 | 2,300.00 | 1,840.00 | --- |
| 4 Chev. P-U | 3/4 TN | 12,800.00 | 6.6 | 4,224.00 | --- | \$ 2,534.00 |
| 2 Ford P-U | 3/4 TN | 6,400.00 | 6.6 | 2,112.00 | --- | 1,267.00 |
| Chev. Panel | | 3,700.00 | 6.6 | --- /1/ | --- | 1,465.00 |
| 4 Cook Challenge Trlr. | | 44,000.00 | 5.8 | 12,760.00 | --- /4/ | --- |
| 3 Mack Dump Truck | 10 CY | 77,463.00 | 5.4 | 20,915.00 | 16,732.00 | --- |
| 2 Ford Dump Truck | LT8000 | 63,000.00 | 5.4 | 11,340.00 | 13,608.00/3/ | --- |
| Flat Frhf. Trailer | | 10,000.00 | 7.7 | 3,850.00 | --- /4/ | --- |
| Beall Trailer | 40 T | 5,800.00 | 7.7 | 2,233.00 | --- /4/ | --- |
| Water Tank Trailer | 5000 gal. | 1,750.00 | 6.7 | 586.00 | --- /4/ | --- |
| Comet Trailer | 40' | 5,000.00 | 7.7 | 1,925.00 | 5,540.00 | --- |
| Halverson Trailer | | 1,000.00 | 7.7 | 385.00 | --- /4/ | --- |
| Hyway Hot Tank | | 4,000.00 | 7.7 | 1,540.00 | 1,232.00 | --- |
| Hyway Hot Tank | | 4,000.00 | 7.7 | 1,540.00 | 1,232.00 | --- |

(CONTINUED)

KETCHIKAN AIRPORT
CLAIM

June 8, 1973

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| <u>EQUIPMENT</u> | <u>SIZE OR MODEL</u> | <u>VALUE</u> | <u>AGC OWNERSHIP Cost-Mo.-%</u> | <u>Item 9. 5 MONTH STANDBY /2/</u> | <u>Item 10. 2 MONTH OPERATED /6/</u> | <u>2 or 3 MONTH OVERHEAD EQUIPMENT</u> |
|-----------------------------------|------------------------------|--------------|---|--|--|--|
| Flat Trailer | | \$ 2,000.00 | 7.7 | \$ 770.00 | \$ 616.00 | --- |
| Chev, Flatbed | 2 TN | 5,500.00 | 5.3 | --- /1/ | --- | \$ 1,749.00 |
| Int. Truck w/Retort above K357 | | 2,500.00 | 5.3 | 663.00 | 530.00 | --- |
| Int. G. I. Truck | | 1,000.00 | 5.4 | 270.00 | 216.00 | --- |
| Mark Boom Truck | | 13,000.00 | 6.4 | 4,160.00 | 3,328.00 | --- |
| Int. Service Truck | | 9,000.00 | 5.4 | 2,430.00 | 1,944.00 | --- |
| Chev. Distrib. Truck | 1500 gal. | 10,910.00 | 7.1 | 3,873.00 | 3,098.00 | --- |
| Office Trailer | | 5,000.00 | 5.0 | 1,250.00 | --- | 1,506.00 |
| Vans | | 1,500.00 | 5.0 | 375.00 | --- | 450.00 |
| Sureweld Welder | 225A | 1,200.00 | 5.4 | 324.00 | --- | 259.00 |
| Lincoln Welder | SAE400-2056 | 1,300.00 | 5.8 | 377.00 | --- | 302.00 |
| Cat Generator | 25KW | 2,000.00 | 6.0 | --- /1/ | --- | 720.00 |
| GM | 20KW | 2,500.00 | 6.0 | --- | --- | 900.00 |
| Cat | 500KW | 28,000.00 | 6.0 | 8,400.00 | --- | 10,080.00 |
| AC | 125KW | 2,500.00 | 6.0 | --- /3/ | --- | 1,950.00 |
| Homelite | | 500.00 | 6.8 | --- /1/ | --- | 102.00 |
| Cornell Pump | 6" | 3,341.00 | 8.2 | 1,370.00 | --- | 1,644.00 |
| Homelite | | 500.00 | 8.5 | 213.00 | --- | 255.00 |
| Compressor | GD 600 | 25,482.00 | 7.7 | --- /1/ | --- | 11,773.00 |
| Murphy Scales | 50 TN | 15,000.00 | 4.7 | 3,525.00 | --- | 2,820.00 |
| Rigid Power Pipe Vise | 1853 | 400.00 | 7.0 | 140.00 | --- | 84.00 |
| Herman Nelson HTR | XT236 | 300.00 | 11.5 | 173.00 | --- | 104.00 |
| Boat-Casa Sagunda | | 10,000.00 | 10.0 | --- /1/ | --- | 6,000.00 |
| Boat - Norseman | | 3,000.00 | 10.0 | 1,500.00 | --- | 900.00 |
| Inter-Crew Bus | | 2,000.00 | 5.4 | 540.00 | --- | 648.00 |
| Breakdown Heating System | | 20,000.00 | 7.0 | 7,000.00 | 5,600.00 | --- |
| Misc. Small Equipment | | 10,000.00 | 8.0 | 4,000.00 | --- | 4,800.00 |
| Radios | | | | | | |
| Hand Tools | | | | | | |
| Small Power Tools | | | | | | |
| Office Equipment | | | | | | |
| 24" x 57' Conveyor | | --- | --- | --- /3/ | 800.00 | --- |
| | | | | \$287,202.00 | \$194,654.00 | \$57,572.00 |
| Overhead & Profit @ 10% & 10% | | | | 60,312.00 | 40,877.00 | |
| TOTAL FOR EQUIPMENT COST SCHEDULE | | | | \$347,514.00 | \$235,531.00 | |

EQUIPMENT COST SCHEDULE
KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 13 of 21

NOTES TO EQUIPMENT SCHEULDE

- (1) Equipment sent to Seattle after job shutdown and then returned to Ketchikan startup.
- (2) AGC rates shown are doubled for Alaska and standby rates figured @ 50% of the Alaska Rates.
- (3) Rental equipment for which no rental was paid during shutdown.
- (4) Equipment on job but not used after startup.
- (5) Equipment not used.
- (6) This is equipment used after startup and only ownership cost is charged. Operating costs for original contract work has not been included in claim.

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 14 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------|
| 1. REMOBILIZATION COSTS - (Ref. Letters - 1/4/73 & 4/4/73) | | | | |
| Batch Plant | | | | |
| A. Reinstall Control House | \$ 150.00 | \$ 3,343.00 | \$ 250.00 | \$ 3,743.00 |
| B. Reconnect Electrical | 100.00 | 2,672.00 | --- | 2,772.00 |
| C. Dryout Electric Motors | 50.00 | 1,560.00 | --- | 1,610.00 |
| D. Mobilization Maintenance (Preparing for Start-up) | 200.00 | 5,568.00 | --- | 5,768.00 |
| Reactivate Heating System | | | | |
| A. Reconnect Piping | \$ 310.00 | \$ 2,440.00 | --- | \$ 2,750.00 |
| B. Reinstallation of Equipment | 100.00 | 1,560.00 | --- | 1,660.00 |
| C. Fuel, Labor to bring up initial heat | 450.00 | 2,344.00 | --- | 2,794.00 |
| Start-up Costs on Rolling Stock, etc. | | | | |
| A. Trucks (30 units) | --- | \$ 1,680.00 | \$ 750.00 | \$ 2,430.00 |
| B. Paver | --- | 448.00 | 50.00 | 498.00 |
| C. Loaders, Graders | --- | 672.00 | 100.00 | 772.00 |
| D. Generators | --- | 448.00 | 75.00 | 523.00 |
| Boats | | | | |
| A. Casa Segundo | | | | |
| 1. Freight - Seattle RT | \$ 3,450.00 | --- | --- | \$ 3,450.00 |
| 2. Winter Repairs | --- | --- | \$ 1,200.00 | 1,200.00 |
| 3. Launching Costs | 100.00 | \$ 224.00 | --- | 324.00 |

(Item 11 continued)

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 15 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------|
| 11. REMOBILIZATION COSTS - (CONTINUED) | | | | |
| B. Norseman (1) | | | | |
| 1. Relaunch | --- | \$ 224.00 | \$ 50.00 | \$ 274.00 |
| Re-fill Diesel Tanks | | | | |
| A. Labor | --- | \$ 224.00 | --- | 224.00 |
| B. Fuel Dealer Costs | \$ 50.00 | --- | --- | 50.00 |
| C. Barge Costs | 100.00 | --- | --- | 100.00 |
| Re-establish Temporary Facilities | | | | |
| A. Office Trailer | --- | \$ 448.00 | \$ 50.00 | \$ 498.00 |
| B. Sanitary Facilities | --- | 112.00 | --- | 112.00 |
| C. Telephone | \$ 100.00 | --- | --- | 100.00 |
| D. Temporary Power Lines | 50.00 | 224.00 | --- | 274.00 |
| Supervisors & Crew Remobilization | | | | |
| A. Plane Fares (Seattle - Ketchikan) | | | | |
| 1. Supervision - 5 RT @\$131.00 | \$ 655.00 | --- | --- | \$ 655.00 |
| 2. Crew - 6 RT @\$131.00 | 786.00 | --- | --- | 786.00 |
| B. Expenses while Traveling | | | | |
| 1. Supervision - 10 @\$45.00 | \$ 450.00 | --- | --- | \$ 450.00 |
| 2. Crew - 12 @\$98.00 | --- | \$ 1,176.00 | --- | 1,176.00 |
| Sub-Total: | \$ 7,101.00 | \$25,367.00 | \$ 2,525.00 | \$34,993.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 16 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------|
| REMOBILIZATION COSTS (CONTINUED) | | | | |
| (CARRIED FORWARD) Sub Total: | \$ 7,101.00 | \$25,367.00 | \$ 2,525.00 | \$34,993.00 |
| Labor Taxes - 15% | --- | --- | --- | 3,805.00 |
| Subsistence - 228 Man Days x 7/5 x \$20.00 | --- | --- | --- | 6,384.00 |
| Boat Haul - 15 shifts @ \$100.00 | --- | --- | --- | 1,500.00 |
| | | | | <hr/> |
| | | | | \$46,684.00 |
| Overhead & Profit @ 10% & 10% | | | | 9,803.00 |
| | | | | <hr/> |
| TOTAL FOR REMOBILIZATION COSTS | | | | \$56,487.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
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| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|---|-----------------|--------------|------------------|---------------------|
| ADDED OVERHEAD COSTS (Ref. Letters 1/4/73 & 4/4/73) | | | | |
| Jobsite - three (3) months | | | | |
| Project Manager | --- | \$ 7,500.00 | --- | \$ 7,500.00 |
| Paving Superintendent | --- | 7,500.00 | --- | 7,500.00 |
| Office Manager | --- | 4,500.00 | --- | 4,500.00 |
| Grade Foreman | --- | 6,300.00 | --- | 6,300.00 |
| Laydown Foreman - two (2) months | --- | 4,600.00 | --- | 4,600.00 |
| Plant Foreman - two (2) months | --- | 4,600.00 | --- | 4,600.00 |
| Office Equipment | \$ 450.00 | --- | --- | \$ 450.00 |
| Office Furniture | 150.00 | --- | --- | 150.00 |
| Telephone & Telegraph | 900.00 | --- | --- | 900.00 |
| Potable Water - L.S. | 200.00 | --- | --- | 200.00 |
| Sanitary | 300.00 | --- | --- | 300.00 |
| Overhead Equipment (See Sheet #12) | --- | --- | \$57,572.00 | \$57,572.00 |
| Subsistence for Supervision 6 x 3 mo. x 400 | \$ 7,200.00 | --- | --- | \$ 7,200.00 |
| Labor Taxes - Supv. - 15% | 5,250.00 | --- | --- | 5,250.00 |
| Parking Lot Rental - 3 @ \$676.00 | \$ 750.00 | --- | --- | 750.00 |
| Sub-Total: | \$15,200.00 | \$35,000.00 | \$57,572.00 | \$107,772.00 |
| Overhead & Profit @ 10% & 10% | | | | 22,632.00 |
| TOTAL FOR ADDED OVERHEAD COSTS | | | | \$130,404.00 |

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 18 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|---|-----------------|--------------|------------------|--------------|
| 13. COMPACTING BACKFILL IN ELECTRICAL TRENCHES (Ref. Letter - 8/25/72) | | | | |
| Roller & Operator - 5 shifts | --- | \$ 560.00 | \$ 475.00 | \$ 1,035.00 |
| Labor Tax @ 15% | --- | --- | --- | 84.00 |
| Subsistence 5 Man Days x 7/5 x \$20.00 | --- | --- | --- | 140.00 |
| | <hr/> | | | |
| Sub-Total: | --- | --- | --- | \$ 1,259.00 |
| Overhead & Profit @ 10% & 10% | | | | 264.00 |
| | <hr/> | | | |
| TOTAL FOR COMPACING BACKFILL IN ELECTRICAL TRENCHES | | | | \$ 1,523.00 |

14. CRUSHED ROCK BACKFILL MATERIAL IN ELECTRICAL TRENCHES
(Ref. Letter - 8/29/72)

| | | | | |
|------------------------------|-----|-----|-----|-------------|
| Crushed Rock - 1648 @ 5.25/T | --- | --- | --- | \$ 8,463.00 |
|------------------------------|-----|-----|-----|-------------|

KETCHIKAN AIRPORT
CLAIM

Stewart-Erickson
June 8, 1973
Sheet 19 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|---|-----------------|--------------|------------------|--------------|
| 15. FINISH AREA UNDER SHOT ROCK STOCKPILE (Ref. Letter 11/27/73) | | | | |
| Loader - 988 - 6 shifts | --- | --- | \$ 1,350.00 | \$ 1,350.00 |
| Motor Patrol - 14E - 6 shifts | --- | --- | 630.00 | 630.00 |
| Trucks - 10 cy - 2 shifts | --- | --- | 190.00 | 190.00 |
| Loader Operator - 6 shifts | --- | \$ 696.00 | --- | 696.00 |
| Patrol Operator - 6 shifts | --- | 678.00 | --- | 678.00 |
| Teamster - 2 shifts | --- | 224.00 | --- | 224.00 |
| Stake Hop - 6 shifts | --- | 618.00 | --- | 618.00 |
| | <hr/> | | | |
| Sub-Total: | --- | \$ 2,216.00 | \$ 2,170.00 | \$ 4,386.00 |
| Labor Tax @ 15% | | | | 332.00 |
| Subsistence 20 Man Days x 7/5 x \$20.00 | | | | 560.00 |
| | <hr/> | | | |
| Sub-Total: | | | | \$ 5,278.00 |
| Overhead & Profit @ 10% & 10% | | | | 1,108.00 |
| | <hr/> | | | |
| TOTAL FINISH AREA UNDER SHOT ROCK STOCKPILE | | | | \$ 6,386.00 |

KETCHIKAN AIRPORT
CLAIM

Sheet 20 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------|
| 6. BITUMINOUS SURFACE COURSE PLACED BUT NOT PAID | | | | |
| 1972 Work - | | | | |
| Out-of-tolerance w/straightedge - 638T @\$14.25 (See Note 1) | --- | --- | --- | \$ 9,091.00 |
| Out-of-specifications on asphalt content - (Ref. State Letter 2/18/72) 211T @\$11.75 (See Note 2) | --- | --- | --- | 2,479.00 |
| TOTAL: | | | | \$11,570.00 |

NOTE 1. The exact tonnage involved has not been reconciled between State & Stewart-Erickson records. This item may vary on final resolution of quantities.

NOTE 2. The unit price of \$11.75 allows a reduction of \$2.50/ton from the contract unit price as offered by Stewart-Erickson at Anchorage meeting on April 14, 1973.

7. DELETE RETENTION HELD FROM PAYMENT DUE TO LOW DENSITY IN BITUMINOUS SURFACE COURSE.

| | | | | |
|-----------------------------------|-----|-----|-----|-------------|
| Retention held from Payment No. 3 | --- | --- | --- | \$18,105.00 |
|-----------------------------------|-----|-----|-----|-------------|

KETCHIKAN AIRPORT
CLAIM

Sheet 21 of 21

| <u>ITEM</u> | <u>MATERIAL</u> | <u>LABOR</u> | <u>EQUIPMENT</u> | <u>TOTAL</u> |
|--|-----------------|--------------|------------------|--------------|
| 18. PAYMENT FOR CRUSHED ROCK LEFT IN STOCKPILE FOR STATE USE. | | | | |
| 2,000 T @\$4.00 | --- | --- | --- | \$ 8,000.00 |

The Legislature of the State of Alaska
FISCAL NOTE

First Session - Ninth Legislature

I. REQUEST

Bill No. Senate Bill 226

Title: Supplemental appropriation to the Department of Public Works

Requested by: Senate Finance Committee Date: April 7, 1975

Return Date Requested: April 8, 1975

Agency: Public Works Program: Division of Communications

II. FISCAL DETAIL

Budget Request Unit(s) Affected:

A. EXPENDITURES: (Thousands of dollars)

| OBJECT | FY 75 | FY 76 | FY 77 | FY 78 | FY 79 | FY 80 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| 100 PERSONAL SERVICES | | | | | | |
| 200 TRAVEL | | | | | | |
| 300 CONTRACTUAL | | | | | | |
| 400 COMMODITIES | | | | | | |
| 500 EQUIPMENT | 30.0 | | | | | |
| 600 LAND & STRUCTURES | | | | | | |
| 700 GRANTS, CLAIMS, ETC. | | | | | | |
| TOTAL | 30.0 | | | | | |

B. FUNDING: (Thousands of dollars)

| | | | | | | |
|---------------|------|--|--|--|--|--|
| GENERAL FUND | 30.0 | | | | | |
| FEDERAL FUNDS | | | | | | |
| OTHER | | | | | | |

C. POSITIONS:

| | | | | | | |
|---------------------|---|---|---|---|---|---|
| PERMANENT/TEMPORARY | / | / | / | / | / | / |
| MAN MONTHS (P./T.) | / | / | / | / | / | / |

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

See attached statement.

IV. ATTACHMENTS

V. DATE: April 7, 1975 PREPARED BY: Mel Hoversten, Director

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

III ANALYSIS

WHEN THE DIVISION OF COMMUNICATIONS TOOK RESPONSIBILITY FOR THE KENAI TV SYSTEM FROM THE ANCHORAGE BROADCASTERS, WE FOUND THAT THEY HAD ALREADY DESIGNED THE HEAD END SITE OF STERLING. HOWEVER, WHEN OUR TECHNICIANS ACTUALLY WENT TO INSTALL THE EQUIPMENT FOR SERVICE THROUGH TO HOMER VIA THE HIGHWAY ROUTE, THEY FOUND THAT THERE WAS NOT ENOUGH SIGNAL AT STERLING TO RETRANSLATE. ENGINEERING STUDIES REVEALED THAT AN ADDITIONAL SITE WAS REQUIRED AT NORTH KENAI. THE ORIGINAL DESIGN WAS THEN OBSOLETE DUE TO THE ADDITIONAL SITE REQUIREMENTS. ENOUGH VHF CHANNELS WERE NOT AVAILABLE SO WE THEN HAD TO GO TO UHF CHANNELIZATION WHICH MADE THE ENTIRE SYSTEM AND INDIVIDUAL EQUIPMENT MORE COSTLY FOR THIS SEGMENT OF THE SYSTEM.

FIVE UHF TRANSLATORS ARE REQUIRED: ONE EACH MODEL TU-10V AT \$6,696; THREE EACH TU-10U AT \$6,786 EACH; ONE EACH TV-10U AT \$4,716 EACH FOR A TOTAL OF \$31,770. THE EXTRA TO BE PAID FROM PRESENT DIVISION OF COMMUNICATIONS FUNDING.

The Legislature of the State of Alaska
FISCAL NOTE

First Session - Ninth Legislature

I. REQUEST

Bill No. Senate Bill 226

Title: Supplemental appropriation to the Department of Public Works.

Requested by: Senate Finance Committee Date: April 7, 1975

Return Date Requested: April 8, 1975

Agency: Public Works Program: Division of Aviation

II. FISCAL DETAIL

Budget Request Unit(s) Affected:

A. EXPENDITURES: (Thousands of dollars)

| OBJECT | FY 75 | FY 76 | FY 77 | FY 78 | FY 79 | FY 80 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| 100 PERSONAL SERVICES | | | | | | |
| 200 TRAVEL | | | | | | |
| 300 CONTRACTUAL | 400.0 | | | | | |
| 400 COMMODITIES | | | | | | |
| 500 EQUIPMENT | | | | | | |
| 600 LAND & STRUCTURES | | | | | | |
| 700 GRANTS, CLAIMS, ETC. | | | | | | |
| TOTAL | 400.0 | | | | | |

B. FUNDING: (Thousands of dollars)

| | | | | | | |
|---------------|-------|--|--|--|--|--|
| GENERAL FUND | 400.0 | | | | | |
| FEDERAL FUNDS | | | | | | |
| OTHER | | | | | | |

C. POSITIONS:

| | | | | | | |
|---------------------|---|---|---|---|---|---|
| PERMANENT/TEMPORARY | / | / | / | / | / | / |
| MAN MONTHS (P./T.) | / | / | / | / | / | / |

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

IV. ATTACHMENTS

Copy of CIP project 76-1, Contractor's Claim and Engineer's Analysis.

V. DATE: April 7, 1975 PREPARED BY: Division of Aviation

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)



KAKM A TELEVISION SERVICE OF ALASKA PUBLIC TELEVISION, INC.
3211 PROVIDENCE DRIVE ANCHORAGE, ALASKA 99504/TELEPHONE (907) 274-3538

50226
WILLIAM M. JACKSON
Executive Director & General Manager

March 27, 1975

Representative Hugh Malone
ALASKA STATE HOUSE
Pouch V
Juneau, AK 99801

Dear Rep. Malone:

This letter is to elaborate on the phone conversation you had earlier this week with Wade Jackinsky regarding the urgent need for funds to construct and operate a system of TV translators in the boroughs of Kenai and Matanuska-Susitna.

The need for the translators is easily demonstrated. KAKM is licensed to serve the boroughs of Anchorage, Kenai, and Matanuska-Susitna. Indeed, our call letters are derived from the initials of the three boroughs. And, from the earliest planning stages, it has been the intention of Alaska Public Television, Inc. to provide a good quality television signal throughout the area it is licensed to serve. Since television signals -- both picture and sound -- are "line of sight" (that is, they proceed only in straight lines outward from the transmitter) the topography of the boroughs of Kenai and Matanuska-Susitna dictates that a network of translators be used to accomplish this goal of adequate coverage for all residents. In case you are not familiar with these translators, they are simply small receivers/transmitter units which pick up the signal from our main transmitter and rebroadcast it for the benefit of viewers in the immediate area of the translator.

The commitment of Alaska Public Television to securing this service for the three boroughs is strong. Currently it is the most important single item on our priority list other than the launching of the station itself. Our Board of Directors has even voted to give the translator project priority over the urgent task of raising funds for the completion of our permanent studio space on the campus of the University of Alaska at Anchorage; but more on that at a later date.

Our immediate concern is to obtain funds from the legislature during this session to assure prompt extension of coverage to the neighboring boroughs.

Rep. Hugh Malone
March 27, 1975
Page 2

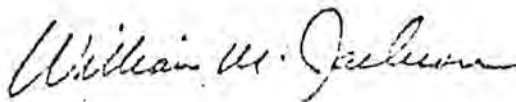
Until we talked with Marv Weatherly, Executive Director of the Alaska Educational Broadcasting Commission, we had thought of seeking your assistance in obtaining a special appropriation for the translators required. (I am enclosing copies of two preliminary studies of the project, which estimate the cost at between \$170,000 and \$220,000.) However, Marv informed us of the newly introduced bill to establish a state telecommunications authority, an agency with its own bonding authority, and pointed out that if funds for translators were included in the scope of the authority, that would constitute a more efficient, economical, and coordinated approach to the problem. We think he's right.

Our concern is that the fate of this proposed set of TV translators might be tied to the fate of the broader legislation. Indeed, our Board of Directors is anxious to be assured that, if the proposed telecommunications authority is created, some of its funds will be committed to TV translators for Southcentral Alaska.

KAKM feels that immediate action on this matter is necessary. The installation of the system probably will require two construction seasons, and it is imperative that the building begin this summer. Our only question is how to go about it.

Two members of our Board of Directors, Mrs. Wade Jackinsky and Mrs. Beverly Isenson, and I will be in Juneau Friday, April 4. At that time, we hope to meet with you and discuss this and other matters of interest to KAKM. In the meantime, if you have any questions, please give me a call. I look forward to meeting you in Juneau.

Sincerely,



WMJ/gk

Enclosures: Translator Analysis
Letter from Richard Dowling to Marvin Weatherly
Letter from W. I. "Bob" Palmer published in Homer Weekly News

cc: APT Board of Directors
Anchorage Delegation
Marvin R. Weatherly

Attached is an outline of the proposed translators that would extend the coverage of KAKM to about 80% of the population of the 4 borough area. The cost to construct this system on a site-by-site basis is \$170,000. We presently have funds totaling \$150,000 which has been ear-marked for translator installation. We also have some funds from our original budget which may be used. Since many translators must relay to translators further along, I chose to analyze our translator needs on the basis of dependent systems. If you will refer to the attached drawing, you will see that the signals received in Seward begin in Sterling, so that providing translator service in Seward depends on the system established at Sterling. Therefore, we must begin our translator development by developing these "head-end" systems. This system-by-system analysis begins on Page 5. Please notice that you have been provided with population data. This will help the Board in deciding which systems should be installed to serve the greatest number of people.

Prepared by: Frank A. Mengel
Frank A. Mengel, Chief Engineer

3/5/75

COST OF KAKM TRANSLATOR SYSTEM
(Analyzed by Site)

North Kenai (Kenai peninsula head end site)

(Pop. 4716) Serves North Kenai, Wildwood, Kenai, Nakiska

| | | |
|-------------------------------|------------------|--------|
| Translator 100W UHF (VHF in) | 11,400 | |
| Antenna (3) | 1,050 | |
| Cable 300' | 300 | |
| Power Split | 100 | |
| Preamp (VHF) | 160 | |
| Hardware, Misc. | 500 | |
| | Equipment Cost : | 13,610 |
| Travel | 400 | |
| Man (6 days) | 207 | \$ 3 |
| Administrative (Filing, etc.) | 200 | |
| | | 14,217 |

Sterling (Relay Site)

(Pop. 3377) Serves Sterling, Soldotna, Kenai, Kasilof

| | | |
|---------------------------------|--------|--------|
| Translator 100W UHF (UHF in) | 11,800 | |
| Antenna (1 receive, 3 transmit) | 1,400 | |
| All above except preamp | 1,707 | \$ 4 |
| | | 14,907 |

Clam Gulch (Relay Site)

(Pop. 538) Serves Clam Gulch, Ninilchik, Cohoe

| | | |
|---|--------|-------|
| Costs (same as Sterling less one antenna) | 14,557 | \$ 30 |
|---|--------|-------|

Stariski Creek (Relay Site)

(Pop. 970) Serves Happy Valley, Anchor Point

| | | |
|----------------|--------|-------|
| Costs as above | 14,557 | \$ 15 |
|----------------|--------|-------|

Seldovia

(Pop. 1578) Serves Seldovia, Homer, English Bay

| | | |
|------------------------------|--------|--------|
| Translator VHF 100W (UHF in) | 11,900 | |
| Antenna UHF receive | 350 | |
| 4 VHF transmit | 1,500 | |
| Cable 300' | 300 | |
| Power split | 100 | |
| Hardware | 500 | |
| | 14,650 | \$ 10 |
| Travel | 400 | |
| Helicopter (1/2 day) | 800 | |
| Man (6 days) | 207 | |
| Administrative | 200 | |
| | | 16,257 |

Cooper Landing #1 (Relay)
(Pop. 31) Serves Cooper Landing

| | |
|-----------------------------|---------------|
| Translator 10W UHF (UHF in) | 8,000 |
| Antenna (2) | 700 |
| Cable 300' | 300 |
| Hardware | 500 |
| | <u>9,500</u> |
| Travel, etc. | 807 |
| | <u>10,307</u> |

300

Cooper Landing #2 (Relay)
(Pop. 5) Serves Quartz Creek

Cost same as Cooper Landing #1 10,307 *2,000*

Seward
(Pop. 1964) Serves Seward, Moose Pass

| | |
|------------------------------|---------------|
| Translator 100W VHF (UHF in) | 11,900 |
| Antenna 1 receive | 350 |
| 4 transmit | 1,500 |
| Cable 300' | 300 |
| Power Split | 100 |
| Hardware | 500 |
| Preamp | 350 |
| | <u>15,000</u> |
| Travel, etc. | 807 |
| Helicopter | 800 |
| | <u>16,607</u> |

8

Palmer *Pop*
Serves Palmer, Butte, Sutton

| | |
|------------------------------|---------------|
| Translator 100W UHF (UHF in) | 11,700 |
| Antenna (5) | 1,850 |
| Tower (including erection) | 1,000 |
| Cable 300' | 300 |
| Power split | 100 |
| Hardware, Misc. | 500 |
| | <u>15,450</u> |
| Travel, etc. | 600 |
| Power supply unknown? | <u>16,050</u> |

Equipment : 15,450

Talkeetna
Serves only behind ridge

| | |
|-----------------------------|--------------|
| Translator 10W UHF (UHF in) | 5,500 |
| Antenna (4) | 1,500 |
| Cable 100' | 100 |
| Power split | 100 |
| Hardware | 500 |
| Equipment : | <u>7,700</u> |
| Travel, etc. | 600 |
| | <u>8,300</u> |

Tyonek
(Pop. 232) Serves Tyonek

| | |
|-------------------------------|---------------|
| Translator 10W VHF in UHF out | 8,000 |
| Antenna 2 receive | 750 |
| 1 transmit | 350 |
| Preamp | 160 |
| Tower (Power?) | 1,000 |
| Cable 200' | 200 |
| Hardware, Misc. | 500 |
| | <u>10,960</u> |
| Travel, etc. | 800 |
| Charter Flights (2) | 500 |
| | <u>12,260</u> |

4600

Hope (Relay)
(Pop. 70) Serves Hope, Indian

| | |
|-----------------------------|---------------|
| Translator 10W UHF (VHF in) | 8,000 |
| Antenna 2 receive | 750 |
| 1 transmit | 700 |
| 1 - 10W UHF amp. | 3,000 |
| Cable 100' | 100 |
| Power split | 160 |
| Hardware | 500 |
| | <u>13,210</u> |
| Travel, etc. | 800 |
| | <u>14,010</u> |

\$ 200

Girdwood
(Pop. 300) Serves Alyeska Bowl

| | |
|-----------------------------|--------------|
| Translator 10W VHF (UHF in) | 5,500 |
| Antenna 1 receive | 350 |
| 2 transmit | 750 |
| Cable 100' | 100 |
| Hardware | 500 |
| | <u>7,200</u> |
| Travel, etc. | 600 |
| | <u>7,800</u> |

25

SUMMARY OF TRANSLATOR SERVICES
(Analyzed by System)

North Kenai, Sterling

This system will serve major population concentration in North Kenai peninsula. Development of these two sites is a prerequisite to any further development of translator service for the Kenai Borough. These sites are the "head end" of the system. If they do not operate, the entire peninsula will not receive television service.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served (potential pop.)</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|-------------------------------------|------------------------|
| \$29,124 | 49% | 8093 (13,179) | \$3.60 |

Homer System

Translators located at Clam Gulch, Stariski Creek and Seldovia will serve Cook Inlet side of the Kenai peninsula, Kachemak Bay and the Homer area. The North Kenai-Sterling system must be in existence before this system can be developed.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$45,371 | 19% | 3086 | \$14.70 |

Seward System

Translators at Cooper Landing #1 and #2 will relay signal to Seward translator site. Operation of North Kenai-Sterling system required before implementation of this system.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$37,214 | 12% | 2000 | \$18.60 |

Palmer System

This system will consist of one translator placed to serve shadow areas of our primary coverage.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$16,050 | 20% | 1920 | \$8.36 |

Talkeetna System

This system will consist of one translator placed to serve shadow areas of our primary coverage.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$ 7,960 | 2% | 215 | \$37.02 |

Tyonek System

This system will serve the Tyonek area.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$12,260 | 1.5% | 232 | \$52.84 |

Girdwood System

Two translators will be needed to serve the people at Alyeska and at Hope and Indian. The translator at Hope would relay the signal to Girdwood.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$21,810 | X | 370 | \$58.95 |

Mt. McKinley Nat'l. Park

Alaska Railroad

APPROXIMATE GRADE B CONTOUR

Susitna River

Talkeetna

Willow

Heiston

Wasilla

Palmer

Chugiak

Engle River

Anchorage

Tyonek

Girdwood

Portage

Whitaker

Kenai

Cooper Landing

Moose Pass

Seward

Clam Gulch

Ninilchik

Happy Valley

Starbuck Creek

Anchor Point

Homer

Seldovia

KACHEMAK

Valdez

Matanuska River

KOKE R.

COOK VALLEY

Gullfotna

Asuof

Swain Lake

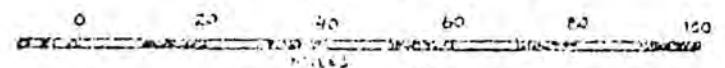
Lake Tustumena

PROPOSED KAKM TRANSLATOR SYSTEM

○ TRANSLATOR

▬ MAJOR COMMUNITIES SERVED

▬ INCOMING SIGNAL





320 PROVIDENCE DRIVE ANCHORAGE, ALASKA 99503 TELEPHONE (907) 274-7528

WILLIAM M. JACKSON
Executive Director & General Manager

March 27, 1975

Representative Hugh Malone
ALASKA STATE HOUSE
Pouch V
Juneau, AK 99801

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March 27, 1975
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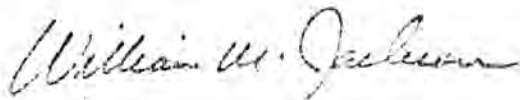
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Sincerely,



WMJ/gk

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cc: APT Board of Directors
Anchorage Delegation
Marvin R. Weatherly

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Prepared by:

Frank A. Mengel, Chief Engineer

3/5/75

COST OF KAKM TRANSLATOR SYSTEM
(Analyzed by Site)

| | |
|--|--------------------------------|
| North Kenai (Kenai peninsula head end site) | |
| (Pop. 4716) Serves North Kenai, Wildwood, Kenai, Nakiska | |
| Translator 100W UHF (VHF in) | 11,400 |
| Antenna (3) | 1,050 |
| Cable 300' | 300 |
| Power Split | 100 |
| Preamp (VHF) | 160 |
| Hardware, Misc. | 500 |
| | Equipment Cost : <u>13,610</u> |
| Travel | 400 |
| Man (6 days) | 207 |
| Administrative (Filing, etc.) | 200 |
| | <u>14,217</u> |
| Sterling (Relay Site) | |
| (Pop. 3377) Serves Sterling, Soldotna, Kenai, Kasilof | |
| Translator 100W UHF (UHF in) | 11,800 |
| Antenna (1 receive, 3 transmit) | 1,400 |
| All above except preamp | <u>1,707</u> |
| | 14,907 |
| Clam Gulch (Relay Site) | |
| (Pop. 538) Serves Clam Gulch, Ninilchik, Coho | |
| Costs (same as Sterling less one antenna) | 14,557 |
| Stariski Creek (Relay Site) | |
| (Pop. 970) Serves Happy Valley, Anchor Point | |
| Costs as above | 14,557 |
| Seldovia | |
| (Pop. 1578) Serves Seldovia, Homer, English Bay | |
| Translator VHF 100W (UHF in) | 11,900 |
| Antenna UHF receive | 350 |
| 4 VHF transmit | 1,500 |
| Cable 300' | 300 |
| Power split | 100 |
| Hardware | 500 |
| | <u>14,650</u> |
| Travel | 400 |
| Helicopter (1/2 day) | 800 |
| Man (6 days) | 207 |
| Administrative | 200 |
| | <u>16,257</u> |

Cooper Landing #1 (Relay)
(Pop. 31) Serves Cooper Landing

| | |
|-----------------------------|--------|
| Translator 10W UHF (UHF in) | 8,000 |
| Antenna (2) | 700 |
| Cable 300' | 300 |
| Hardware | 500 |
| | <hr/> |
| | 9,500 |
| Travel, etc. | 807 |
| | <hr/> |
| | 10,307 |

300

Cooper Landing #2 (Relay)
(Pop. 5) Serves Quartz Creek

Cost same as Cooper Landing #1 10,307

2,000

Seward
(Pop. 1964) Serves Seward, Moose Pass

| | |
|------------------------------|--------|
| Translator 100W VHF (UHF in) | 11,900 |
| Antenna 1 receive | 350 |
| 4 transmit | 1,500 |
| Cable 300' | 300 |
| Power Split | 100 |
| Hardware | 500 |
| Preamp | 350 |
| | <hr/> |
| | 15,000 |
| Travel, etc. | 807 |
| Helicopter | 800 |
| | <hr/> |
| | 16,607 |

8

Palmer *Pop*
Serves Palmer, Butte, Sutton

| | |
|------------------------------|--------|
| Translator 100W UHF (UHF in) | 11,700 |
| Antenna (5) | 1,850 |
| Tower (including erection) | 1,000 |
| Cable 300' | 300 |
| Power split | 100 |
| Hardware, Misc. | 500 |
| | <hr/> |
| | 15,450 |
| Travel, etc. | 600 |
| Power supply unknown? | <hr/> |
| | 16,050 |

Equipment :

Talkeetna
Serves only behind ridge

| | |
|-----------------------------|--------------|
| Translator 10W UHF (UHF in) | 5,500 |
| Antenna (4) | 1,500 |
| Cable 100' | 100 |
| Power split | 100 |
| Hardware | 500 |
| Equipment : | <u>7,700</u> |
| Travel, etc. | 600 |
| | <u>8,300</u> |

Tyonek
(Pop. 232) Serves Tyonek

| | |
|-------------------------------|---------------|
| Translator 10W VHF in UHF out | 8,000 |
| Antenna 2 receive | 750 |
| 1 transmit | 350 |
| Preamp | 160 |
| Tower (Power?) | 1,000 |
| Cable 200' | 200 |
| Hardware, Misc. | 500 |
| | <u>10,960</u> |
| Travel, etc. | 800 |
| Charter Flights (2) | 500 |
| | <u>12,260</u> |

4600

Hope (Relay)
(Pop. 70) Serves Hope, Indian

| | |
|-----------------------------|---------------|
| Translator 10W UHF (VHF in) | 8,000 |
| Antenna 2 receive | 750 |
| 1 transmit | 700 |
| 1 - 10W UHF amp. | 3,000 |
| Cable 100' | 100 |
| Power split | 160 |
| Hardware | 500 |
| | <u>13,210</u> |
| Travel, etc. | 800 |
| | <u>14,010</u> |

200

Girdwood
(Pop. 300) Serves Alyeska Bowl

| | |
|-----------------------------|--------------|
| Translator 10W VHF (UHF in) | 5,500 |
| Antenna 1 receive | 350 |
| 2 transmit | 750 |
| Cable 100' | 100 |
| Hardware | 500 |
| | <u>7,200</u> |
| Travel, etc. | 600 |
| | <u>7,800</u> |

25

SUMMARY OF TRANSLATOR SERVICES
(Analyzed by System)

North Kenai, Sterling

This system will serve major population concentration in North Kenai peninsula. Development of these two sites is a prerequisite to any further development of translator service for the Kenai Borough. These sites are the "head end" of the system. If they do not operate, the entire peninsula will not receive television service.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served (potential pop.)</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|-------------------------------------|------------------------|
| \$29,124 | 49% | 8093 (13,179) | \$3.60 |

Homer System

Translators located at Clam Gulch, Stariski Creek and Seldovia will serve Cook Inlet side of the Kenai peninsula, Kachemak Bay and the Homer area. The North Kenai-Sterling system must be in existence before this system can be developed.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$45,371 | 19% | 3086 | \$14.70 |

Seward System

Translators at Cooper Landing #1 and #2 will relay signal to Seward translator site. Operation of North Kenai-Sterling system required before implementation of this system.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$37,214 | 12% | 2000 | \$18.60 |

Palmer System

This system will consist of one translator placed to serve shadow areas of our primary coverage.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$16,050 | 20% | 1920 | \$8.36 |

Talkeetna System

This system will consist of one translator placed to serve shadow areas of our primary coverage.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$ 7,960 | 2% | 215 | \$37.02 |

Tyonek System

This system will serve the Tyonek area.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$12,260 | 1.5% | 232 | \$52.84 |

Girdwood System

Two translators will be needed to serve the people at Alyeska and at Hope and Indian. The translator at Hope would relay the signal to Girdwood.

| <u>Cost of System</u> | <u>% of Borough Pop.</u> | <u>Pop. Served</u> | <u>Cost per Capita</u> |
|-----------------------|--------------------------|--------------------|------------------------|
| \$21,810 | X | 370 | \$58.95 |

Mt. McKinley Nat'l. Park

Alaska Railroad

APPROXIMATE GRADE B CONTOUR

Talkeetna

Susitna River

Willow

Houston

Wasilla

Sutton

Matanuska River

Palmer

Knik R.

Chugiak

Eagle River

Anchorage

Tyoneka

Girdwood

Portage

Valdez

COOK INLET

Kenai

Soldotna

Coho

Clam Gulch

Ninilchik

Happy Valley

Stariski Creek

Anchor Point

Hammer

Seldovia

KACHEMAK

Seward

Cooper Landing

Moose Pass

Kenai

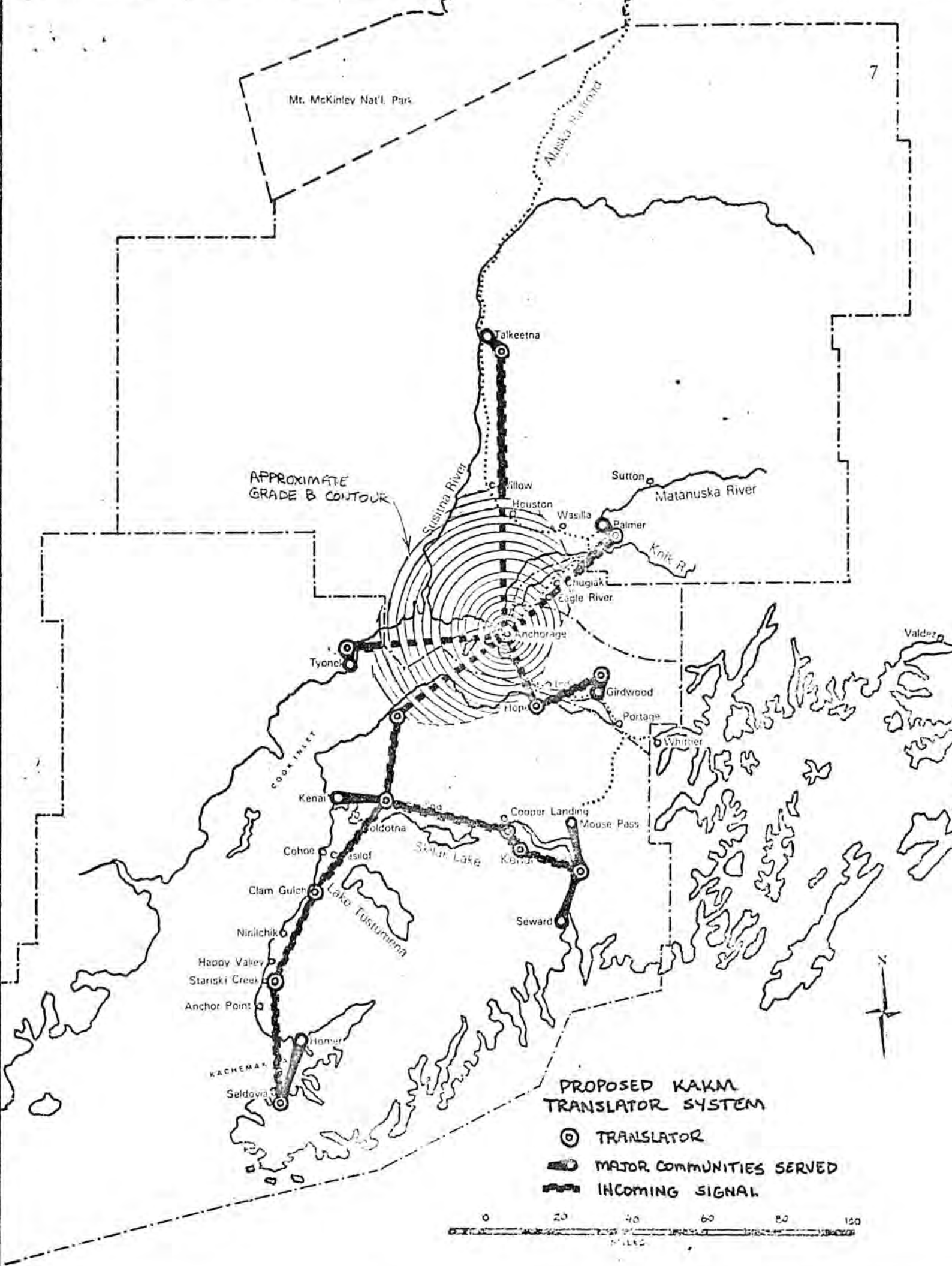
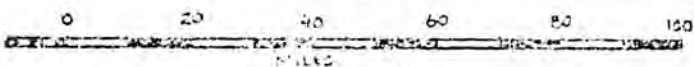
Portage

Whittier

Whittier

PROPOSED KAKM TRANSLATOR SYSTEM

- ⊙ TRANSLATOR
- MAJOR COMMUNITIES SERVED
- INCOMING SIGNAL



Introduced: 3/4/75
Referred: State Affairs and
Finance

1 IN THE SENATE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2 SENATE BILL NO. 226

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a supplemental appropriation to the
7 Department of Public Works; and providing for an
8 effective date."

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

10 * Section 1. The sum of \$430,000 is appropriated from the general fund
11 to the Department of Public Works to be allocated as follows:

| | |
|--|----------------|
| 12 (a) Division of communications, television translator | |
| 13 systems, for the fiscal year ending June 30, 1975 | \$ 30,000 |
| 14 (b) Division of aviation, for cost overruns on the | |
| 15 Ketchikan Airport | <u>400,000</u> |
| 16 | \$430,000 |

17 * Sec. 2. The appropriation made by (b) of sec. 1 of this Act is for a
18 capital project and is subject to the provisions of AS 37.25.020.

19 * Sec. 3. This Act takes effect immediately in accordance with AS 01.-
20 10.070(c).

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