

HB

312

COMMITTEE REPORT

HOUSE

FURTHER: FINANCE

February 20, 1979

Date: 3-7-79

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 212

"An Act making a special appropriation to the Department of Transportation and Public Facilities for road construction and improvement at Alaknuk, Ammonak, and Hooper Bay; eff. date."

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

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

MEMBERS SIGNING
DO PASS

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MEMBERS HAVING
OTHER RECOMMENDATIONS:

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CHAIRMAN

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST
 Bill/Resolution No. H.B. 312
 Title Road Construction at Alakanuk, Emmonak & Hooper Bay
 Requested by Hurlbert Date 2/28/79

II. FISCAL DETAIL
 Agency Affected DOT/PF
 Program Category Affected Design & Construction
 Budget Request Unit(s) Affected Highway Design & Construction

EXPENDITURES (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
100 PERSONAL SERVICES		140				
200 TRAVEL		10				
300 CONTRACTUAL		1200				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND		1350				
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

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

Funds in this bill are inadequate to construct and/or improve these projects properly. Our analysis indicates a total of \$3,710,000 will be necessary to do the job properly.

Alakanuk - 1,900,000
 Emmonak - 950,000
 Hooper Bay - 860,000
 3,710,000

IV. DATE _____ PREPARED BY Barry Feller
 OFFICE _____
 ORIGINAL Legislative Library _____
 cc: Dept. of Land Management _____
 House Sponsor of Bill (Legislator Number) _____

THE LEGISLATURE OF THE STATE OF ALASKA
ELEVENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. H.B. 312
 Title Road Construction at Alakanuk, Emmonak & Hooper Bay
 Requested by State Affairs Committee Date March 9, 1979

II. FISCAL DETAIL

Agency Affected D.O.T.P.F.
 Program Category Affected Design and Construction
 BRU, Program, or Subprogram(s) Affected Highway Design and Construction
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 79	FY 80	FY 81	FY 82	FY 83	FY 84
100 PERSONAL SERVICES		140				
200 TRAVEL		10				
300 CONTRACTUAL		1200				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		1350				

FUNDING (Thousands of Dollars)

<u>GENERAL FUND</u>		1350				
<u>FEDERAL FUNDS</u>						
<u>OTHER (Specify Fund Source)</u>						

POSITIONS

<u>FULL TIME</u>						
<u>PART TIME</u>						
<u>TEMPORARY</u>						

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

The source of this fiscal information came from Deputy Commissioner Dick Holden's attached letter.

IV. DATE March 9, 1979 PREPARED BY _____
 AGENCY State Affairs Committee
 PHONE 265-4967
 Original Legislative Finance
 cc Budget and Management
 Prime Sponsor (First Leg or Named)

INFORMATION ON HB 312 "Road Construction"

This bill provides for road construction and improvement projects in the villages of Alakanuk, Emmonak and Hooper Bay totaling \$1,350,000.

The cost estimate comes from the Department of Transportation and Public Facilities. It is figured on the basis of combining all three projects into one contract with a total need of 15,000 yards of gravel that would probalby have to be taken from the Cape Rumanzoff area. A Co. ps of Engineers wet land permit will also be needed before construction work could begin.

The estimates are based on the following length of road:

Alakanuk (5mi)	\$600,000
Emmonak (3mi)	500,000
Hooper Bay	250,000
(airport road)	
TOTAL	<u>1,350,000</u>

If the whole project is not funded and the contracts for each of the above villages will have to be done separately the cost for each individual village would double or triple.

We contacted the following villages and got the description of their specific road problems:

ALAKANUK

The estimates that we got from Mayor Paul Phillips--
The most critical problem is a 2 mile stretch of road from the airport to the main road. This road is only a dirt road with no gravel. The second priority is another 2 or 3 mile stretch of road in front of town. The worst part is the first portion between the airport and the highschool. The other section also needs repair that may only constitute fill in work. They would suggest that the road first get a underlayer of dirt with a gravel top. The road is complete mud in the summer and is not usable.

EMMONAK

The estimates that we got were from Stan Peters--
The present road condition is typical tundra with sand top soil and very silty. It is extremely soft and muddy when wet in the summer and because of vehicle traffic it gets very bumpy. When it is in the mud stage any vehicle traffic at all breaks through the top to the bottom sand. When the road is dry it gets very hard and can take on vehicle weight.

Recently when they fixed the airport in Emmonak they put down an undercoating membrane and then a 6" gravel top. This has worked out very well and has withstood heavy airplane traffic and summer fish hauling even in wet weather.

Emmonak (continued)

This summer the Native Corporation in Emmonak plans to begin house-to-house oil delivery using an oil truck. The oil service tank area is $1\frac{1}{2}$ miles from the village and the truck will not be able to run at all on the muddy road. Total road length including that service road and the road area between houses is estimated to be at least 4 miles.

HOOPER BAY

Certain portions of this airport road have suffered serious erosion. Approximately 5 years ago the road was repaired by putting gravel over a sand base. The road has since settled and much of the gravel in portions has washed away. The Dept. of Transportation has an idea of using metal planks that fit together over a built up sand base. Local labor could be used to build up the base and repairs to the road would be easily done locally. The worst part is a 600 foot section in a low area where the planks would be used.

NO ROAD CONSTRUCTION OR IMPROVEMENTS ARE SCHEDULED IN ANY OF THESE THREE VILLAGES AT THE PRESENT TIME

According to the Department of Transportation and Public Facilities

STATE OF ALASKA

312

JAY S. HAMMOND GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER - FACILITIES PLANNING AND RESEARCH

POUCH 2
JUNEAU, ALASKA 99811

Representative Vernon L. Hurlbert
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Representative Hurlbert:

In reference to your request for information on transportation facilities in your district, I am furnishing the following information.

Takotna Airport and road to village - There are not any presently authorized capital projects for this facility.

Taylor Highway - Our Interior region maintenance personnel have estimated the cost of \$4,000,000 per year to keep the Taylor Highway open on a year around basis.

Kalskag - The airport project in the 1974 program was closed due to inadequate funding and land problems concerning gravel from native allotments. A new project to surface the Kalskag airport would require \$250,000.

Sheldon Point - The contract for airport improvements at Sheldon Point was awarded to Brice Inc. Construction Co. in September, 1978, and actual work will be completed during the summer of 1979.

Galena to Alexander Lake - An asphaltic surface stabilization project to relieve dust problems would cost \$1,000,000.

Hcooper Bay Airport to village -
Alakanuk Airport to village -
Emmonok Airport to village -

By combining these three projects for contracting, all three could be gravel surface for \$1,350,000. By separating into individual projects the cost would be substantially higher.

Fortuna Ledge - Reconstruction of the airport is estimated at \$2,000,000.

Koyukuk - The State has been unable to secure any land interest in the Koyukuk airport project. The future of the project is doubtful at this time.

Why

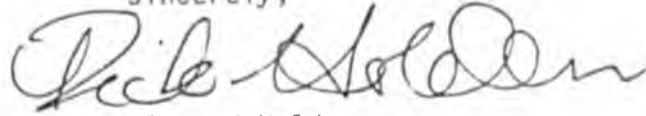
Representative Vernon Hurlbert.

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Russian Mission - Design is complete on this airport project and will be constructed during the summer of 1979.

If this office can be of further service please let us know.

Sincerely,

A handwritten signature in cursive script, appearing to read "Rick Holden".

Richard Holden
Deputy Commissioner

cc: Robert Ward
Warren Sparks
Keith Specking