

H B

177

Letter of Intent  
North Slope Haul Road  
FY 82 Repair Work

It is the intent of the House of Representatives that appropriations for the North Slope Haul Road for FY82 be used in conjunction with each other. House Bill 177 appropriates the sum of \$8,000,000 for FY82. It is the House's understanding that last year the legislature approved \$2.6 million in general obligation bonds for culvert repair along the North Slope Haul Road (that highway running from the Yukon River bridge to the Arctic Ocean, AS 19.40). Further, that this money is available for FY82. And, the Governor in his FY82 budget has requested \$6 million for repairs to the Haul Road.

The House of Representatives intends that the \$8 million appropriation to DOT&PF be used for road repairs along the existing highway. This repair work is to include a six inch lift and crown of crushed base. The worst areas shall be completed first.

If the \$6 million dollar Governor's request is appropriated, the House of Representatives intends it should be spent to complete road repairs from Atigun north along the existing highway. This work shall include a six inch lift and crown of crushed base. The worst areas shall be completed first.

The House recognizes the need for certain culvert repairs and understands that a \$2.6 million general obligation bond established by 118 SLA 80 to DOT&PF for North Slope Haul Road culvert repairs has not yet been spent. It is the intent of the House that the appropriation be used in FY82 to repair the following culverts:

Milk Creek  
Arthur Creek  
Stout Creek  
Spoiled Mary Creek  
Char Creek  
Climb Creek  
Terry Creek  
Oksrukyik Creek  
Polygon Creek  
Sylvia Creek  
Nina Creek  
Sten Creek

If the \$2.6 million does not meet the cost for all of the above culvert repairs, any additional monies needed shall be drawn from the Governor's requested \$6 million Haul Road upgrade appropriation if that appropriation is adopted.

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Transportation Committee Chair

March 4, 1981

Honorable Sally Smith  
Alaska State Representative  
Pouch V  
Juneau, Alaska 99811

Dear Representative Smith:

Approximately two weeks ago the subject request was made by one of your staff to our office of Planning and Programming in Fairbanks.

While in the process of obtaining this information, a fiscal note request was made concerning the same subject of upgrading and resurfacing the Haul Road to bring it up to secondary standards.

Rather than duplicate the effort, and in an attempt to avoid generating conflicting cost data or project descriptions, it was decided to wait until this more in-depth information was available.

The Governor's budget request contains \$6 million to perform spot resurfacing of the north end of the Haul Road which at this time is considered to be the area needing surface repair the most. The \$26,605,000 is an estimate to resurface the entire roadway which was not considered to be needed at this time but was planned to be programmed as needed.

Please find enclosed a copy of the previously referenced fiscal note. I hope this will give you the information you desired in relationship to the original request. If not, please contact me and I will endeavor to provide you with the necessary information.

Sincerely,

John Bates  
Deputy Commissioner

JB/HS/ajh

FISCAL NOTE

I. REQUEST

Bill/Resolution No. H.B. 177

Title Special Appro. to DOT/PF for resurfacing Highway, Yukon River to Arctic Ocean

Requested by Rep. Smith, et al

Date 2/20/81

II. FISCAL DETAIL

Agency Affected DOT/PF

Program Category Affected Highway Design & Construction

BRU, Program, or Subprogram(s) Affected \_\_\_\_\_

(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 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						

TOTAL

FUNDING (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
GENERAL FUND		8,000,000				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
FULL TIME						
PART TIME						
TEMPORARY						

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

IV. DATE 2/26/81

PREPARED BY Dave Truax

AGENCY Planning & Programming, DOT/PF, Interior Region

PHONE 479-4281

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

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# Greater Fairbanks

## CHAMBER OF COMMERCE

Member  
U. S. Chamber of Commerce  
Alaska State Chamber of Commerce

In Association With:

Fairbanks Visitor & Convention Bureau  
Fairbanks Industrial Development Corporation

(907) 452-1105 550 First Avenue

FAIRBANKS  
ALASKA 99701

January, 1981

Rep. Sally Smith  
Pouch V  
Juneau, Ak. 99811

Dear Rep. Smith,

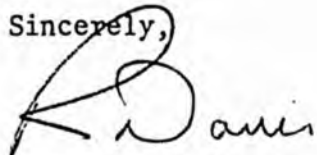
The attached report represents the accumulation of over 5 months of weekly morning meetings by the members of the Transportation Committee of the New Greater Fairbanks Chamber of Commerce. At those meetings, members listened to various industry and agency representatives alike, explaining how the Transportation system works and what the needs are. Members discussed these issues with other Chamber members and citizens throughout the community. Ultimately the more important needs began to emerge. Once identified, members formed solutions and prepared cost estimates when necessary. Finally this report was prepared. We believe it gives a good perspective of the highway and roadway needs in the Interior. In some instances we have established priorities and in others, we have simply made a list of projects and encourage the legislators to develop priorities.

This effort was undertaken solely for the purpose of providing you, our legislators, the information needed to keep you fully informed concerning the roadway and highway needs in our region. We hope that this effort will provide you with adequate information during the legislative session to make wise choices for the residents of our area. If it does this, we feel our effort has been well worth while.

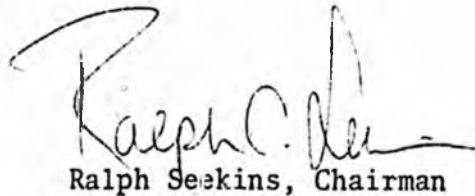
The New Greater Fairbanks Chamber of Commerce Board of Directors has reviewed this report and agrees with it.

Since this is a first time effort of this nature, we would be quite interested in how helpful this report is to you during and after the legislative session.

Sincerely,

A handwritten signature in cursive script that reads "Ron Davis". The letters are fluid and connected, with a prominent loop at the end of the name.

Ron Davis, President

A handwritten signature in cursive script that reads "Ralph Seekins". The signature is more stylized and elongated than the one to its left, with a long horizontal stroke at the end.

Ralph Seekins, Chairman

The Greater Fairbanks Chamber of Commerce has prioritized these needs. First, and foremost on this list is the North Slope Highway. The North Slope Highway, beginning at Fairbanks and terminating at Prudhoe Bay, is without exception, the most important highway to our state's economic well-being at the present time and for the foreseeable future.

This highway was constructed to secondary standards for the citizens of Alaska at the request of the Alaskan government. Part of this agreement include the obligation of the state to provide maintenance on this road without charge to Alyeska. Federal funds were also utilized in the construction of this road, thus legally making it a public highway.

This highway is the only overland link with the North Slope in Alaska and consequently, it is a major hauling route. Maintenance costs are high but, unless the road is paved they can be expected to go higher. Currently, over 100 trucks use the road daily. According to a study completed by the United States Comptroller General's Office, using data furnished by highway officials, one loaded truck weighing 85,000 pounds requires the same maintenance effort as 9,600 automobiles. Assuming half the trucks using this road are loaded, a maintenance effort to serve 500,000 autos is required.

The North Slope Highway can be divided into four separate sections for improvement purposes.

#### Fairbanks to Snowshoe Pass

This section of roadway has been reconstructed and paved. No need has been identified for this section.

#### Snowshoe Pass to TAP's Road Intersection

This section of roadway has just been reconstructed to achieve adequate alignment and grade. This section was constructed from Birch Creek Schist, a material that readily breaks down under heavy traffic. Presently, there is no base or traveling course on this road as the DOT/PF realized that putting such a course on would be fruitless as it would soon be lost under heavy

traffic. This is a serious matter, since the road as constructed, will not hold up under the current use it is receiving for even a few years. This section can best be protected by paving; however, it will take at least three inches of pavement to withstand the anticipated traffic.

Presently, DOT/PF has scheduled paving for this section after completion of the gas pipeline. It is feared that such a delay will result in this newly constructed section being lost during the gas line construction. The DOT/PF experienced a similar situation during the Alyeska effort when the newly constructed Elliot Highway to Snowshoe Pass was lost and had to be reconstructed and paved at a cost comparable to the original construction cost.

If the road way were paved prior to the gas line effort, the road would be similar to other paved roads within the state, provide an operational savings to truckers, protect the current investment in a new highway and increase safety on that road.

#### TAPs Road Intersection to the Yukon River Bridge

This section was built by the oil company prior to the Alyeska effort. It was built to secondary standards and is currently open to public use. For safety convenience and lower maintenance cost, this section is recommended for paving. This paving should extend a mile or so beyond the Yukon River Bridge. Presently, bridge maintenance is extra high as trucks drop mud and dirt into the contraction joints. Paving beyond the bridge for a mile or so would help alleviate this problem.

#### Yukon River Bridge to Prudhoe Bay

This section was turned over to the state in good condition. Since that time, it has deteriorated to the point that truckers get only eight to ten trips per set of tires. This is due to the loss of traveling course through heavy traffic, wind and improper maintenance practices. It now needs a new traveling course.

## CONSEQUENCES OF NO IMPROVEMENT

Maintenance cost will go even higher than the \$27,000 per mile per year now necessary although not being spent. Rough and dusty roads will unnecessarily endanger users of this road whether public or commercial. Deterioration of this road will accelerate, damage to equipment will increase as well. Commercial use of the highway will decrease as oil field operators will find alternative routes such as increase sealifts or using the McKenzie River through Canada, either way, by-passing Alaska and Fairbanks. The state will still be required to maintain this road because of the agreement with Alyeska.

### ESTIMATED COST

Pave from Wickersham Dome to Livengood (TAPS Road)	\$10,300,000
Pave from Livengood to the other side of the Yukon River Bridge	11,400,000
Shape and place crush gravel surface on remainder of road to Prudhoe Bay	<u>22,000,000</u>
Total	\$43,700,000

#### Cost of Paving in 1986

Present worth of Capital Investment*	\$39,300,000
Present worth of estimated maintenance cost for unpaved road through 1986	<u>5,800,000</u>
Total	\$45,100,000

#### Cost of Paving in 1981

Present worth of capital investment	\$21,700,000
Present worth of estimated maintenance cost for paved road through 1986	<u>1,600,000</u>
Total	\$23,300,000

Savings to taxpayer      \$45,100,000 - \$23,300,000 = \$21,800,000

\*The reason for the higher paving cost under the 1986 paving scenario is the necessity for reconstruction of major portions of this road destroyed during the gas pipeline effort.

HOUSE JOURNAL

HOUSE FINANCE COMMITTEE

LETTER OF INTENT FOR HB 177

The Department of Transportation and Public Facilities shall begin work on culverts on the North Slope Haul Road at the following locations:

Milke Creek  
Arthur Creek  
Stout Creek  
Spoiled Mary Creek  
Char Creek  
Climb Creek  
Terry Creek  
Oksrukyik Creek  
Polygon Creek  
Sylvia Creek  
Nina Creek  
Sten Creek

*Sam Cotten*

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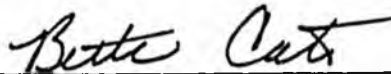
Sam Cotten, Chairman  
House Finance Committee  
April 21, 1981

# HOUSE JOURNAL

## LETTER OF INTENT

HB 177

The sum of \$8,000,000. is appropriated from the general fund to the Department of Transportation and Public Facilities for resurfacing of the highway from the Arctic Ocean to the Yukon River, beginning at mile 360 (adjacent to the Deadhorse airport) to approximately mile 238 (Antigon River Bridge crossing). The scope of the project shall include the restoration of the highway to the original 28' design width, culvert replacements, and a 6" lift of gravel.



Rep. Bette Cato, Chairman  
House Transportation Committee