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HB

111

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STATE OF ALASKA  
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JUNEAU, ALASKA 99811  
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May, 1986

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS date base CM 14. In order to save space copies of minutes have not been left in the files.

Jeanie Henry

House Transportation Committee, 2/26/85, 7:00 am.  
" " " 3/5/85, 7:00 pm.  
" " " 3/27/84, 8:32 ~~am~~ am.

"I think it's better to leave it this way and see if it works. You can always tighten it up if there are excesses, if there's problems. I don't think you're going to find that they are because of the nature of the prima facie evidence in Alaska."

Number 288

Representative Davis commented on instances he knew of which the bill would address. He then moved to pass the bill out of committee with individual recommendations. Representative Cato repeated his motion and asked if there were any objections. Being none, so ordered.

Number 312

Representative Cato then brought before the committee the Committee Substitute for HB 111 (Transportation), "An Act relating to Local Service Roads and Trails; and providing for an effective date." Representative Davis moved that the committee adopt the Committee Substitute for HB 111 (Transportation). Representative Cato asked if there were any objections. Being none, so ordered. She then called to the table Charles Karella, the Administrator of the Local Service Roads and Trails Program.

Number 324

Mr. Karella identified himself for the record and told the members that he was open for questions. Representative Marrou asked how the committee substitute addresses the issue of five versus three districts (please refer to the minutes for February 26 and March 5).

Number 361

Representative Cato asked if there were further questions. Representative Marrou moved to pass the bill out of committee with individual recommendations. Representative Cato asked if there were any objections. Being none, so ordered.

Number 365

Representative Cato then brought before the committee the appropriation bill for the CS for HB 111 to be sponsored by the House Transportation Committee. Representative Davis moved to adopt the appropriation bill. Representative Cato asked if there were any objections. Being none, so ordered.

Number 405

Representative Cato then brought before the committee the Committee Substitute for HB

prior to 03/28/84.

ACTION NARRATIVE

TAPE#79 for 05/10/84, SIDE A.

Recording  
Number 000

Chairman Moss brought the meeting to order at 1:00 p.m. All members were present. He announced that HB 512 was first on the agenda. He pointed out that Senator Halford and Senator Josephson were present.

Number 051

Chairman Moss brought to the members' attention the back-up material on HB 512. He opened the meeting to discussion, and asked Richard Ramsay to sit with the committee as Senator Kerttula's representative. He entertained a motion to amend HB 512 so they can begin discussion.

Number 083

Senator Faiks moved that they adopt the amendments to Senate CS for CSHB 512 as their working draft. It was so ordered.

Number 096

Senator Faiks moved that they remove the words "of each house" on page 4, line 13 and on line 27 for consistency purposes.

Number 133

Chairman Moss reread those portions. It was so ordered. He noted that Senator Sackett was in attendance.

Number 141

Senator Gilman commented that what the difference of the House and Senate bill in terms of the board is that the Senate has the chief executive officer of the board and the House does not. The Senate bill also has additional experience requirements than are in the House bill.

Number 156

Senator Moss concurred that the experience requirements in the Senate version for board members are much more restrictive and specific than the House bill.

Number 167

Chairman Moss noted that Senator Fahrenkamp was present, and that Representative Davis was in attendance.

Number 225

Chairman Moss stated that the draft they were working from had been voted on and approved, and they were going through looking for amendments to the amendment. He noted that Representative Mike W. Miller, Vice Chairman of the House

Transportation Committee was present.

- Number 249 Mr. Stoltzfus commented that on page 3, line 12 it should read "the continued operation by the corporation as provided in this chapter is considered an essential government function of the state" in order to track with the federal transfer legislation.
- Number 267 Chairman Moss asked what the amendment is. Mr. Stoltzfus responded that they should delete "The exercise" and put in "The continued operation by the corporation", delete "of the power" and put in "as".
- Chairman Moss noted that Senator Kerttula was now present.
- Number 291 Senator Fahrenkamp asked if this was a requirement from the federal legislation. Mr. Stoltzfus answered that it's the same language the federal legislation uses, and clarifies the intent of the legislation.
- Number 298 Senator Fahrenkamp moved the language. There were no objections, it was so ordered.
- Number 304 Mr. Stoltzfus read the amendment: "The continued operation by the corporation as provided in this chapter is considered an essential government function of the state."
- Number 321 Mr. Stoltzfus made an additional suggestion - that on page 8, line 14 the language be changed after the word "and" to read "a majority of the board may call".
- Number 349 Senator Fahrenkamp asked if that is what we really want to say. She suggested that they should allow for a majority to petition the chairman for a meeting.
- Number 373 Senator Kerttula stated that they should petition but the meeting should be called after a period of time regardless what the chairman says.
- Number 379 Senator Halford suggested that if you put a period after the word "months" on line 14 and start a new sentence: "The chairman or a majority of the members of the board may call other meetings of the board as necessary."
- Number 390 Senator Gilman moved the language. There was

unanimous consent, and it was so ordered.  
Chairman Moss asked if there were any other

amendments.

Number 414

Senator Kerttula mentioned two areas he was concerned with: the Class 1 railroad section, and the section on disposal. He stated that he would like to see a considerable safeguard on the disposal section. Chairman Moss pointed out that it was almost identical to the Senate version. Senator Kerttula asked about the Class 1 accounting.

Number 432

Senator Faiks responded that there are two sections where class 1 is referred to: one is that all accounting and procurement procedures will be done to class 1 standards, and two that the auditors when auditing on both the performance and financial audit will use the class 1 standards in performing those audits.

Number 442

Senator Kerttula commented on two points: The Interstate Commerce Commission (ICC) will not adequately perform protection of the state and its broad interest in railroad performance, and it is expensive and beyond reason to meet class 1 standards when the railroad does not qualify for class 1 oversight. Class 1 will not do what we want it to do for us, and it would just cost the state more money.

Number 475

Chairman Moss called on Evan McKinney to comment on this.

Number 481

Mr. McKinney identified himself as a private auditor on contract with the Department of Administration.

Number 490

Senator Faiks referred to page 6 of the draft to item #8, line 16, which is what the federal railroad administrative director recommended, and item #9, which has been recommended by the committee.

Number 497

Chairman Moss asked what was found out about the cost of the ICC class 1 operation.

Number 502

Mr. McKinney responded that the best information he had came from the Association of American Railroads. They estimated that the cost of complying with the ICC standards was 4,8000 staff hours, which is just complying with the regulations. The reporting requirement in addition to that, which they do not require, was

380 hours. The major cost is in complying with the standards. Senator Kerttula asked if there was a comparison between class 1 and class 2. Mr. McKinney responded that class 2 railroads don't have this requirement.

Number 536

Mr. McKinney stated that the ICC regulations are set up to help them meet their federal regulatory responsibilities. The State doesn't have a comparable responsibility. Most class 1 railroads keep a separate management accounting system in addition to the system that they use to comply with ICC.

Number 546

Senator Fahrenkamp asked if there was any financial benefit in being class 1, or any disadvantages in being class 2, in light of the fact that compliance with class 1 requirements is so expensive. Mr. McKinney responded that there was no real benefit to being class 1. Either way you'd have good financial statements. The main difference is that the ICC standards would require the railroad to maintain additional accounting records that it's unlikely anyone would use.

Number 562

Senator Fahrenkamp commented that a big point of contention or concern was that in many of the financial reports that they get from some agencies is that there so much put into one category that you can't tell what the cost of a certain operation is. She asked how they would take care of that concern.

Number 577

Mr. McKinney answered that the financial statements based on either ICC or Generally Accepted Accounting Principles would have the detail that's needed.

Number 585

Senator Halford commented that the reason ICC class 1 was added was as an oversight provision.

Number 595

Senator Fahrenkamp moved that Section 9 on page 6 be eliminated.

Number 604

Senator Gilman objected to the motion for discussion purposes. He stated that Sections 8 and 9 are intertwined.

Senator Fahrenkamp stated her objection.

Number 617

Senator Gilman asked what was there that was so

much different in class 1 that required 4800

additional man hours.

- Number 625 Mr. McKinney answered that there was exhaustive data on employee work hours collected by the ICC. The state of Alaska does not have this need.
- Number 633 Senator Gilman asked what the standards were under ICC class 1.
- Number 642 Mr. McKinney answered that the accounting standards under ICC or Generally Accepted Accounting Principles are equal. The financial reports are basically the same. The key difference is that under ICC the railroad will have to maintain additional detailed records in formats compatible with ICC reporting requirements that may not be necessary.
- Number 651 Senator Gilman asked if they found a prescribed accounting procedure for railroads. Mr. McKinney answered that most railroads use Generally Accepted Accounting Principles. Senator Gilman asked if there needs to be a different accounting procedure to determine rates. Mr. McKinney answered yes.
- Number 684 Senator Halford asked what where the differences were between class 1 and class 2, and if they got specific rate separations in class 2. Mr. McKinney stated that they get very little from class 2.
- Chairman Moss asked Mr. Hickey to join the discussion.
- Number 689 Mr. Hickey explained that class 1 and class 2 carriers live by Generally Accepted Accounting Principles. The difference is that the reporting for class 1 serves national needs that is not relevant to the Alaska Railroad, unless it happens to come up to class 1 revenue standards, which is doubtful. They believe that class 2 is appropriate.
- Number 715 Chairman Moss asked if there was any objection to deleting Section 9. There were none, and it was so ordered.
- Number 723 Senator Faiks referred to page 17, line 14.
- Number 729 Senator Fahrenkamp moved that they change class

1 to class 2.

Number 731

Senator Gilman stated his objection - that there

were no standards to class 2 except general accounting principles.

Number 743

Mr. Hickey commented that one way to fix this would be to require that accounting systems be consistent with generally accepted accounting principles consistent with industry standards for comparable railroads.

Number 754

Senator Fahrenkamp withdrew her motion.

Number 756

Senator Kerttula moved that throughout the bill they bring it into conformity with the originally adopted motion on this subject, not to require class 1 but just the general standards applicable to the type railroad it is. There was some discussion on the motion.

Number 789

There were no objections, so the motion was carried.

Number 791

Senator Kerttula referred to the section on the sale of the railroad, saying that it was weak.

Number 815

Senator Halford suggested that they delete "and other assets of the corporation" from the language that's there. He also suggested this wording: "The governor may provide for the sale of the Alaska Railroad if it can be assured that the railroad will continue to operate after sale. Such sale shall be pursuant to approval by law."

Number 823

Senator Kerttula moved both those statements. There was unanimous consent, and it was so ordered.

Discussion followed on the sections about strikes and accidents.

Number 857

Mr. Stoltzfus referred to page 27, Section 42.40.640, pointing out that the title now reads "Security for Bonds", and that it should read "Agreement with Holders".

Number 865

Senator Kerttula moved this amendment. It was so ordered.

Number 868

Chairman Moss stated that he was open for a motion to move the bill.

Senator Kerttula moved that they move it out

with individual recommendations.

Number 872

Senator Fahrenkamp suggested they look at  
Section 42.40.280.

TAPE #79, SIDE B.

Number 000 There was discussion about page 18, Sec. 285, in the Senate version but not the House version.

Number 010 Mr. Stoltzfus stated that they were going to require direct legislative approval for those, and that a report would not be required.

Number 027 Senator Fahrenkamp referred to page 48, Section 10 on line 12, saying that she'd hate to see that put into law before they know what the plans are. Discussion followed on this.

Number 043 Senator Fahrenkamp move that they strike lines 12-15.  
Senator Kerttula objected for discussion purposes. Discussion followed. He withdrew his objection.

Number 090 There was unanimous consent for the motion to delete Section 10 and it was so ordered.

Number 098 Senator Faiks asked about the House language on the Bootleggers' Cove vibration problem.

Number 111 Mr. Stoltzfus stated that it was titled "Special Report" and read the section. It provides for a study to be done of problems caused by railroad vibrations.

Number 145 Chairman Moss stated that he was open for a motion.

Number 151 Senator Faiks moved that they adopt the House language for this. It was unanimously approved and so ordered.

Number 157 Senator Gilman objected to the motion for the purpose of asking a question. He asked if this committee was going to have the same opportunity to participate when it goes to Finance.

Number 166 Senator Kerttula answered that all members will be invited to all meeting of the committee or the subcommittee meetings on this subject and will be afforded the full opportunity to participate. More discussion followed on this issue.

Number 199 Senator Gilman removed his objection.

Number 201 Chairman Moss noted that the Eminent Domain section was not in the Senate bill. He asked if

there was any objection to that. There were none.

Number 209

Chairman Moss asked if there were any objections to moving out SCS for CSHB 512. There were none

the 1980 census.

Senator Gilman stated that in the next bill (CSHB 558) some boundaries are changed, in bringing it into conformity with the DOT&PF

regions. He said that if that bill passes it would affect distribution of the funds in CSHB 169.

Mr. Karella responded that they haven't got an exact figure on this.

Senator Gilman stated that it might be more appropriate to have the letter of intent on the next bill. Discussion followed.

Number 588

Chairman Moss asked for comments on the letter of intent. He read it to the committee.

Number 607

Senator Kerttula commented that he liked the letter of intent.

Number 619

Chairman Moss stated that they would amend it to show the Senate concurs. He directed a question to Mr. Karella.

Number 628

Mr. Karella answered that LSR&T was set up by the Dept. of Highways to take care of the projects that are just a little bit too difficult. DOT feels that they are just a guardian of the dollars that go to local government.

Number 644

Senator Kerttula stated that LSR&T is a very good system, and explained what LSR&T is for - to build local service roads and trails - low traffic, low density rural roads.

Number 680

Senator Fahrenkamp stated that one of the main objections of DOT to LSR&T is the fact that they believe that if they build them they have to maintain them, and they don't want to maintain them. She commented that the state should be able to give them help in an emergency.

Number 691

Senator Kerttula stated that these roads are good, but they still take grading and maintenance, and DOT needs a whole section for that kind of work. More discussion followed.

Number 737

Senator Gilman moved CSHB 169 be passed out of committee with individual recommendations with the letter of intent.

Number 741

Chairman Moss asked if they also had the amendment to the letter of intent to read that it is the intent of the House and Senate

Transportation Committees. There were no objections. It was so ordered.

Number 744

Chairman Moss referred to CSHB 558. He asked

Mr. Karella to remain at the table.

Number 763

Chairman Moss explained that what this bill does is many of the things they discussed on CSHB 169. He noted the amendments that had been made.

Number 784

Mr. Karella responded that the only secondary roads in the state are built with federal aid. Senator Fahrenkamp commented that this addresses what they've been talking about. Mr. Karella stated that all this does is clarify that they're allowing construction of roads on secondary routes, not on primary, urban or interstate. If a local government wants to do a project on a secondary route, they have to use secondary road standards.

Number 807

Senator Faiks commented that there's a large section of Anchorage that's not in ARTSA. She asked if LSR&T money could be used in those sections. Mr. Karella stated yes, as long as it's not federal aid.

Number 814

Senator Kerttula asked if LSR&T funds could be used in areas such as Hatcher Pass if they bring it to secondary road standards. Mr. Karella answered that if the local government is going to do the project, and it's not on a secondary route, then they can use their own standards.

If it's a secondary road you have to use secondary federal aid standards because it's tied to federal aid routes. More discussion followed.

Number 010

TAPE #80, SIDE A.

Senator Fahrenkamp stated that this is a good vehicle for meeting the intent of the legislation.

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Chairman Moss commented that this would be a golden opportunity to get some maintenance in the LSR&T program.

Number 037

Mr. Karella responded that DOT will maintain the road if it's in the agreement.

Number 047

Chairman Moss stated that he understood Senator Kerttula's problem with Hatcher Pass. Just putting in a road isn't good enough, this might

be the vehicle to make sure that DOT continues

to maintain the LSR&T roads.

Number 075

Chairman Moss asked if the money going into HB 169 would solve these maintenance problems. Mr. Karella stated they had to maintain any road that local government doesn't. Chairman Moss stated that it's not happening, and would the appropriation solve the problem. Mr. Karella answered that they only have one maintenance section to take care of all the roads, and they're obligated to take care of all roads. More discussion followed.

Number 129

Chairman Moss stated that the title is wide open for them to make an amendment to see that LSR&T roads are maintained.

Number 145

Senator Kerttula asked if they could hold this bill for one day. Discussion followed about this possible amendment.

Number 194

Chairman Moss stated that they would hold this bill until Tuesday's meeting.

Number 199

Mr. Karella stated he'd like to see this program financed under the Capital Improvement Projects (CIP) at \$7 million a year which would make it a viable program.

Number 210

Chairman Moss adjourned the meeting at 2:45 p.m.

HB 111: "An Act relating to local service roads and trails; and providing for an effective date." Sponsored by the Rules Committee By Request of the Governor.

The following is a summary of questions and/or concerns expressed by the committee during our February 26th meeting to be addressed by the Department of Transportation and Public Facilities either before or during our March 5th meeting.

For further detail, please find attached the committee minutes of February 26.

Staff has provided us with a committee work draft bill should the committee wish to consider appropriating funds for the Local Service Roads and Trails program for Fiscal Year 1986.

| Page Number | Recording Number | Request or Question  |
|-------------|------------------|--|
| 03          | 148              | Rep. Shultz questioned the allocation of funds on a 50/50 (population/area size) basis. He questioned whether this was equitable.  |
| 04          | 300              | Rep. Marrou asked why "first class cities" were deleted from page 2, lines 6-8 of the original bill.   |
| 06          | 358              | Rep. Davis requested a listing of the funds left in the Local Service Roads and Trails program.  |
| 07          | 444              | Rep. Shultz wanted to know why the administration had not allocated funds for the LSR & T program.   |
| 09          | 565              | Rep. Davis asked about the inclusion of an appropriations bill for HB 111.   |
| 09          | 590              | Rep. Pignalberi requested a map which would show the allocation districts specified in the bill and a map which would show how the 50/50 ratio would affect the Anchorage and Mat-Su areas. He also wanted to see how a \$7,000,000 appropriation would break down according to the funding formula. He also wanted to know how this system of allocating by regions affected the department's current organization of 3 regions. He requested updated information in a report based on three regions. |

- Number 455 Chairman Moss went to CSHB 169. He introduced Charles Karella, State Local Service Road and Trails (LSR&T) Engineer.
- Number 484 Senator Kerttula spoke to the bill. He stated that he'd like to see a letter of intent written that says mandatory maintenance is required of DOT&PF if they participate. He wants DOT&PF to check the LSR&T funding formula which is based on geography and population.
- Number 536 Chairman Moss referred to the letter of intent from the House which provides for this purpose. He recognized Mr. Karella.
- Number 540 Mr. Karella stated that the check on the area and population was done in the last year, using the 1980 census.
- Senator Gilman stated that in the next bill (CSHB 558) some boundaries are changed, in bringing it into conformity with the DOT&PF regions. He said that if that bill passes it would affect distribution of the funds in CSHB 169.
- Mr. Karella responded that they haven't got an exact figure on this.
- Senator Gilman stated that it might be more appropriate to have the letter of intent on the next bill. Discussion followed.
- Number 588 Chairman Moss asked for comments on the letter of intent. He read it to the committee.
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- to build local service roads and trails -  
low traffic, low density rural roads.

- Number 680                    Senator Fahrenkamp stated that one of the main objections of DOT to LSR&T is the fact that they believe that if they build them they have to maintain them, and they don't want to maintain them. She commented that the state should be able to give them help in an emergency.
- Number 691                    Senator Kerttula stated that these roads are good, but they still take grading and maintenance, and DOT needs a whole section for that kind of work. More discussion followed.
- Number 737                    Senator Gilman moved CSHB 169 be passed out of committee with individual recommendations with the letter of intent.
- Number 741                    Chairman Moss asked if they also had the amendment to the letter of intent to read that it is the intent of the House and Senate Transportation Committees. There were no objections. It was so ordered.
- Number 744                    Chairman Moss referred to CSHB 558. He asked Mr. Karella to remain at the table.
- Number 763                    Chairman Moss explained that what this bill does is many of the things they discussed on CSHB 169. He noted the amendments that had been made.
- Number 784                    Mr. Karella responded that the only secondary roads in the state are built with federal aid. Senator Fahrenkamp commented that this addresses what they've been talking about.
- Mr. Karella stated that all this does is clarify that they're allowing construction of roads on secondary routes, not on primary, urban or interstate. If a local government wants to do a project on a secondary route, they have to use secondary road standards.
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Number 814                      Senator Kerttula asked if LSR&T funds could be used in areas such as Hatcher Pass if they bring it to secondary road standards. Mr. Karella answered that if the local government is going to do the project, and it's not on a secondary route, then they can use their own standards. If it's a secondary road you have to use secondary federal aid standards because it's tied to federal aid routes. More discussion followed.

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Chairman Moss adjourned the meeting at 2:45 p.m.

Pouch Z, Juneau, AK 99811  
465-3911

Position Statement: Testified regarding Capital Projects.

Jim Merrill

Office of the Commissioner  
Department of Transportation & Public Facilities  
Pouch Z, Juneau, AK 99811  
465-3911

Position Statement: Testified regarding Capital Projects.

#### PREVIOUS ACTION

HB 399 Please refer to House Finance Committee action dated prior to 04/06/84. Also, refer to House Transportation Committee action dated prior to 03/27/84.

HB 558 Please refer to Senate Transportation Committee minutes dated 05/10/84. Also, refer to House Rules Committee action dated prior to 04/18/84. In addition, refer to House Community and Regional Affairs Committee action dated prior to 04/04/84. Refer to House Transportation Committee action dated prior to 03/28/84.

#### ACTION NARRATIVE

TAPE #31 for 05/15/84, SIDE A.

Recording  
Number 000

Chair Moss brought the Senate Transportation Committee meeting to order at 1:24 p.m. All members were present except Senators Fahrenkamp and Kerttula. He referred to the first item on the Agenda, CSHB 558 and the letter of intent.

Number 038 Senator Gilman commented on the amended letter of intent.

Number 058 Chair Moss asked Charles Karella to come forward.

Number 069 Mr. Karella introduced himself as the Statewide Administrator for the Limited Service Roads and Trails (LSR&T) program.

Number 080 Chair Moss asked if he had any problem with the bill. Mr. Karella said he didn't.

Number 083 Senator Faiks asked what 1931-31 was.

Senator Gilman answered that that was the part of the bill being rewritten to coincide with regional boundaries.

Number 097

Senator Faiks asked about the letter of intent. Chair Moss responded that this was the original letter of intent that came out of the Senate Transportation Committee. Senator Faiks commented that she didn't like the way the first sentence was written.

Number 120

Chair Moss read the letter of intent. He commented that maintaining these roads once they are built seems to be a problem. He explained that there are three systems of roads - primary roads, secondary roads, and local service roads and trails. What they are asking the Department to do is provide in their budget proposals each year is funding for maintenance of LSR&T roads.

Number 187

Senator Faiks commented that her only problem with the letter of intent was the first sentence because it is cumbersome.

Number 206

Chair Moss asked if there were any amendments to the bill.

Number 208

Senator Gilman moved the letter of intent, asking unanimous consent. There were no objections and it was so ordered. He moved CSHB 512 out of committee with individual recommendations. There were no objections and it was so ordered.

Number 220

Chair Moss went to CSHB 399. He asked Tyler Jones to come forward.

Number 234

Senator Faiks asked Mr. Jones why the bill was even in the Legislature.

Number 239

Mr. Jones introduced himself as the legislative liaison for the Municipality of Anchorage. He explained the original intent of this bill, which was to rename "A" and "C" Streets to "Eisenhower" and "Wickersham" Streets. In October 1983 the Anchorage Assembly voted unanimously to recommend to the Legislature that the corridor be named the Eisenhower Corridor. They felt that changing the street name was inappropriate and there already is a Wickersham subdivision. Mr. Jones asked the committee to name the corridor but refrain from

STATE OF ALASKA  
THE LEGISLATURE

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May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

H/T 2-10-83 1:40 pm  
2-2-84 3:29 pm



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

January 23, 1985

The Honorable Ben Grussendorf  
Speaker of the House  
Alaska State Legislature  
Pouch V  
Juneau, AK 99811

Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to the local service roads and trails program. The bill makes minor amendments to existing statutes.

Section 1 repeals and reenacts AS 19.30.127. The current language establishes five allocation districts. The proposed language creates allocation districts by simply saying that they are identical to the Department of Transportation and Public Facilities' operating regions. When the local service roads and trails program was enacted in 1971 there were five highway districts within the Department of Highways. The allocation districts established in the statute coincided with those highway districts. Those allocation districts bear little relationship to the manner in which the state's highway program is administered today. There are currently three regional offices with headquarters in Anchorage, Fairbanks, and Juneau, respectively. This amendment will allow the program to be administered in a way that is consistent with the Department of Transportation and Public Facilities' current administrative structure. The amendment will enable the allocation districts to match any future changes in geographic organization of the department.

Additionally, sec. 1 of the bill provides a mechanism to address the problem of local governments which lie within two allocation districts. Subsection (b) of AS 19.30.127 will provide that the boundary between the allocation districts is to be adjusted to include the local government within the allocation district in which the largest portion of the local government's land is located.

Section 2 amends AS 19.30.131(a) by deleting the reference

to five allocation districts. This amendment is necessary because of the new method of establishing the allocation districts found in sec. 1 of the bill.

Section 3 amends AS 19.30.131(c) by deleting first-class cities from direct allocations.

The need for this change is to provide first-class cities with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first-class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first-class cities through their respective borough or unorganized borough on a priority basis.

Section 4 amends AS 19.30.141 by deleting first-class cities from direct allocations as explained above.

Section 5 amends AS 19.30.161 by adding language requiring the prior approval of design standards, rights-of-way, and widths for projects which are constructed on a federal-aid secondary route, even though the project will be constructed by a local government that has assumed road powers. As a general proposition under the local service roads and trails program, if a local government has assumed road powers it is responsible for the maintenance of the facility after construction. Consequently, the state has little concern over the standards. In 1981, the nature of the program changed when AS 19.30.111 was amended to allow the use of program money on the federal-aid secondary highway system. These facilities can be quite complicated and the state is required to comply with various standards to continue to receive federal aid for the route. It is therefore appropriate that the commissioner of DOT/PF have a right of prior approval of design standards, rights-of-way, and width.

Section 6 amends AS 19.30.241(3) by adding language which includes second-class cities to conform with the definition of municipality in AS 29.78.010(8). This change is necessary to enable any political subdivision of the state to construct and maintain a project under the provisions of this bill.

Section 7 amends the definition of local service road to make it more precise.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bill Sheffield".

Bill Sheffield  
Governor

TRANSPORTATION COMMITTEE DAILY AGENDA

=====

- 1) CALL MEETING TO ORDER
- 2) NOTE MONTH/DAY/YEAR                      Tuesday, February 26, 1985
- 3) NOTE TIME:                                      (7:00 a.m.)
- 4) NOTE MEMBERS PRESENT AND EXCUSED  
  
    --Note: For the record, also note any late arrivals  
    to the meeting.
- 5) RECOGNIZE VIP's
- 6) REMIND PARTICIPANTS TO SIGN THE WITNESS REGISTER
- 7) BRING BEFORE THE COMMITTEE:  
  
    HB 111      "An Act relating to local service  
                 roads and trails; and providing for  
                 an effective date." Sponsored by  
                 the Rules Committee by Request of  
                 the Governor.
- 8) INSIDE THE COMMITTEE FOLDERS ARE:  
  
    ° a copy of HB 111  
    ° the governor's letter of transmittal  
    ° a fiscal note for HB 111  
    ° an analysis of HB 111
- 9) INTRODUCE : Charles Karella, DOT/PF
- 10) ANNOUNCE TIME OF ADJOURNMENT

Funding Information  
General Fund \$7,000,000  
Other Funds -0-  
\$7,000,000

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 HOUSE BILL NO.

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 local service roads and trails; and providing for an  
9 effective date."

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

11 \* Section 1. The sum of \$7,000,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for alloca-  
13 tions for local service roads and trails authorized under AS 19.30.111 -  
14 19.30.251.

15 \* Sec. 2. The appropriation made by this Act is for allocation to  
16 capital projects and is subject to AS 37.25.020.

17 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
18 10.070(c).

TRANSPORTATION COMMITTEE DAILY AGENDA



- 1) CALL MEETING TO ORDER
- 2) NOTE MONTH/DAY/YEAR                      Tuesday, February 26, 1985
- 3) NOTE TIME:                                      (7:00 a.m.)
- 4) NOTE MEMBERS PRESENT AND EXCUSED  
    --Note: For the record, also note any late arrivals  
    to the meeting.
- 5) RECOGNIZE VIP's
- 6) REMIND PARTICIPANTS TO SIGN THE WITNESS REGISTER
- 7) BRING BEFORE THE COMMITTEE:  
    HB 111     "An Act relating to local service  
              roads and trails; and providing for  
              an effective date." Sponsored by  
              the Rules Committee by Request of  
              the Governor.
- 8) INSIDE THE COMMITTEE FOLDERS ARE:
  - ° a copy of HB 111
  - ° the governor's letter of transmittal
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  - ° an analysis of HB 111
- 9) INTRODUCE : Charles Karella, DOT/PF
- 10) ANNOUNCE TIME OF ADJOURNMENT

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

Page 1 of 3

Revision Date: \_\_\_\_\_

**REQUEST**

Bill/Resolution No.: HB 111  
 Title: An act relating to local service roads and trails  
 Sponsor: \_\_\_\_\_  
 Requestor: \_\_\_\_\_  
 Date of Request: \_\_\_\_\_

**FISCAL DETAIL**

Agency Affected: DOT&PF  
 Program Category Affected: Design and Construction  
 BRU, Program or Subprogram(s) Affected: Capitol Program

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

|                        | FY 85 | FY 86 | FY 87 | FY 88 | FY 89 | FY 90 |
|------------------------|-------|-------|-------|-------|-------|-------|
| <b>OPERATING</b>       |       |       |       |       |       |       |
| 100 PERSONAL SERVICES  |       |       |       |       |       |       |
| 200 TRAVEL             |       |       |       |       |       |       |
| 300 CONTRACTUAL        |       |       |       |       |       |       |
| 400 SUPPLIES           |       |       |       |       |       |       |
| 500 EQUIPMENT          |       |       |       |       |       |       |
| 600 LAND & STRUCTURES  |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS     |       |       |       |       |       |       |
| 800 MISCELLANEOUS      |       |       |       |       |       |       |
| <b>TOTAL OPERATING</b> | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - |
| <b>CAPITAL</b>         | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - |
| <b>REVENUE</b>         |       |       |       |       |       |       |

**FUNDING: (Thousands of Dollars)**

|               |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|
| GENERAL FUND  |  |  |  |  |  |  |
| FEDERAL FUNDS |  |  |  |  |  |  |
| OTHER         |  |  |  |  |  |  |
| <b>TOTAL</b>  |  |  |  |  |  |  |

**POSITIONS:**

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

ANALYSIS: Attach a separate page if necessary

Attached

Prepared By: Charles D. Karella

Phone: 465-4070

Division: \_\_\_\_\_

Date: 10/19/84

Approved by Commissioner: *David...*

Date: 11/15/84

Agency: Transportation & Public Facilities

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

7/1/84

The proposed bill is strictly a housekeeping measure and has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed bill revises A.S. 19.30 in five areas:

- 1) AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOT&PF regional boundaries. This simplifies the allocation process of LSR&T monies.
- 2) AS 19.30.131(c) and AS 19.30.141 removes first class cities from district allocation. This change returns the first class cities to their former status which allows them to receive adequate funds to construct a project.
- 3) AS 19.30.161 is reworded to require LSR&T projects constructed on a federal-aid secondary route to be approved by the Commissioner of DOT&PF. This language change is needed to assure that federal requirements for roadway width, design standards and right-of-way are met.
- 4) AS 19.30.241(3) is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.
- 5) AS 19.30.241(4) is reworded to limit LSR&T construction to low volume roads. The break between high volume roads and low volume roads is 750 vehicles per day. Correction of an oversight of past legislation in defining specific routes of the Federal-aid highway system is necessary.

An Act relating to local service roads, trails and providing for an effective date.

These amendments to the Act are necessary in order to revise the out-of-date allocation areas, assure sufficient funding of projects under the priority system, clarify design standards for secondary federal routes, revise the local government definition to conform with other Alaska Statutes, limit LSR&T construction to low volume roads and correct an oversight of defining specific routes of the federal highway system.

# COMMITTEE REPORT

## HOUSE

(9)

FURTHER: COMMUNITY & REGIONAL AFFAIRS

2/1/84

Date: 2/1/84

The Committee on TRANSPORTATION has had HB 558

"An Act relating to local service roads and trails; and providing for an effective date."

under consideration and recommends:

do pass [ ] do not pass

[ ] do pass with attached amendments(s)

replace with CS for HB 558 (D.W.)  same title  
and recommends \_\_\_\_\_  new title

[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note

[ ] reports it back without recommendation  Zero Fiscal Note Attached

[ ] referred to the \_\_\_\_\_ Committee

### MEMBERS SIGNING DO PASS

[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
[Signature]

### MEMBERS HAVING OTHER RECOMMENDATIONS:

[Signature] NO FISCAL NOTE  
[Signature] NO FISCAL NOTE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
[Signature]

CHAIRMAN

Original sponsor: Rules/Governor

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE  
2 CS FOR HOUSE BILL NO. 558 (Transportation)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 THIRTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to local service roads and trails;  
7 and providing for an effective date."

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

9 \* Section 1. AS 19.30.127 is repealed and reenacted to read:

10 Sec. 19.30.127. ALLOCATION DISTRICTS. (a) The state is divided  
11 into allocation districts <sup>which</sup> that are identical to the department's  
12 operating regions.

13 (b) Where a department region boundary divides a local govern-  
14 ment unit, the allocation district boundary shall be adjusted by the  
15 department to include the local government unit within the department  
16 region that contains the largest portion of the area of the local  
17 government unit.

18 \* Sec. 2. AS 19.30.131(a) is amended to read:

19 (a) During each fiscal year the commissioner shall allocate sums  
20 appropriated or otherwise designated for expenditure on [UPON] local  
21 service roads for that fiscal year among the [FIVE] allocation  
22 districts in the following manner: one-half in the ratio that [WHICH]  
23 the area of each allocation district bears to the total area of the  
24 state and one-half in the ratio that [WHICH] the population of each  
25 allocation district bears to the total population of the state as  
26 shown by the latest available federal census.

27 \* Sec. 3. AS 19.30.131(c) is amended to read:

28 (c) The commissioner shall also further allocate portions of the  
29 sum allocated to any borough, either organized or unorganized, and to

1 any home rule [OR FIRST CLASS] city within the borough in the  
2 following manner:

3 (1) one-half in the ratio that [WHICH] the area of each  
4 home rule [OR FIRST CLASS] city bears to the total area of the borough  
5 excluding salt water areas; and

6 (2) one-half in the ratio that [WHICH] the population of  
7 each home rule [OR FIRST CLASS] city bears to the total population of  
8 the borough as shown by the latest available federal census.

9 \* Sec. 4. AS 19.30.141 is amended to read:

10 Sec. 19.30.141. ACQUISITION AND CONSTRUCTION PROGRAMS. Before  
11 October 1 of each fiscal year each local government eligible for  
12 allocation of funds under AS 19.30.131 shall submit to the  
13 commissioner for approval a five-year plan for the acquisition and  
14 construction of local service roads and trails. Before December 1 of  
15 each fiscal year the commissioner shall submit to the governor a  
16 five-year plan for the acquisition and construction of local service  
17 roads and trails, including the approved local government programs.  
18 An organized borough shall include in its five-year plan local service  
19 road acquisition and construction programs for all cities other than  
20 home rule [AND FIRST CLASS] cities within the boundaries of the  
21 borough. The commissioner shall include in the [HIS] five-year plan  
22 local service road and trail acquisition and construction within the  
23 unorganized borough.

24 \* Sec. 5. AS 19.30.161 is amended to read:

25 Sec. 19.30.161. DESIGN STANDARDS, RIGHTS-OF-WAY AND WIDTHS.  
26 Design standards, rights-of-way and widths for each local service road  
27 and trail project must [SHALL] have the prior approval of the  
28 commissioner, unless the project is under the supervision of a local  
29 government that has assumed local road powers. If the project is

1 under the supervision of a local government that has assumed road  
2 powers and the project is not located on a federal-aid secondary  
3 route, design standards, rights-of-way and widths shall be established  
4 by the local government. If a project under the supervision of a  
5 local government that has assumed road powers is located on a  
6 federal-aid secondary route, design standards, rights-of-way, and  
7 widths must have the prior approval of the commissioner.

8 \* Sec. 6. AS 19.30.241(3) is amended to read:

9 (3) "local government" means an organized borough of any  
10 class, a unified municipality organized under AS 29.68.240 -  
11 29.68.440, [A HOME RULE CITY,] or a city of any [THE FIRST] class;

12 \* Sec. 7. AS 19.30.241(4) is amended to read:

13 (4) "local service road" means a public road that is used  
14 by an average of fewer than 400 vehicles each day and that [WHICH] is  
15 not designated as a route on the approved federal-aid highway system;

16 \* Sec. 8. This Act takes effect July 1, 1984.  
17  
18  
19  
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24  
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27  
28  
29

Introduced: 2/1/84  
Referred: Transportation and  
Community & Regional Affairs

1 IN THE HOUSE

BY THE RULES COMMITTEE BY  
REQUEST OF THE GOVERNOR

2

HOUSE BILL NO. 558

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6 For an Act entitled: "An Act relating to local service roads and trails;  
7 and providing for an effective date."

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

9 \* Section 1. AS 19.30.127 is repealed and reenacted to read:

10 Sec. 19.30.127. ALLOCATION DISTRICTS. (a) The state is divided  
11 into allocation districts that are identical to the department's  
12 operating regions.

13 (b) Where a department region boundary divides a local govern-  
14 ment unit, the allocation district boundary must be adjusted to in-  
15 clude the local government unit within the department region that  
16 contains the largest portion of the area of the local government unit.

17 \* Sec. 2. AS 19.30.131(a) is amended to read:

18 (a) During each fiscal year the commissioner shall allocate sums  
19 appropriated or otherwise designated for expenditure upon local ser-  
20 vice roads for that fiscal year among the [FIVE] allocation districts  
21 in the following manner: one-half in the ratio which the area of each  
22 allocation district bears to the total area of the state and one-half  
23 in the ratio which the population of each allocation district bears to  
24 the total population of the state as shown by the latest available  
25 federal census.

26 \* Sec. 3. AS 19.30.161 is amended to read:

27 Sec. 19.30.161. DESIGN STANDARDS, RIGHTS-OF-WAY AND WIDTHS.  
28 Design standards, rights-of-way and widths for each local service road  
29 and trail project must [SHALL] have the prior approval of the commis-

1        sioner, unless the project is under the supervision of a local govern-  
2        ment that has assumed local road powers. If the project is under the  
3        supervision of a local government that has assumed road powers, and  
4        the project is not located on a federal-aid secondary route, design  
5        standards, rights-of-way and widths shall be established by the local  
6        government. If a project under the supervision of a local government  
7        that has assumed road powers is located on a federal-aid secondary  
8        route, design standards, rights-of-way, and widths must have the prior  
9        approval of the commissioner.

10     \* Sec. 4. This Act takes effect July 1, 1984.

COMMITTEE SUBSTITUTE FOR HOUSE BILL 558 (TRANSPORTATION)

- Section 1. creates allocation districts by simply saying that they are identical to DOT's operating regions.
- provides mechanism to address the problem of local governments which lie within 2 allocation districts; includes the local government within allocation district in which largest portion of the local government's land is located.
- Section 2. deletes reference to FIVE allocations.
- Section 3. deletes first class cities from direct allocation. The need for this change is to provide first-class with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first class cities are not adequate to construct local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.
- Section 4. deletes first class cities from direct allocation.
- Section 5. allows the use of program money on the federal-aid secondary highway system.
- Section 6. adds language to include second class cities to conform with the definition of municipality in AS 29.78.010(8). Necessary to enable political subdivision of the State to construct and maintain a project under the provisions of this act.
- adds language to the definition of local service roads to include an average daily traffic count of 400 vehicles in order to give alleviate the problem of LSR&T funds to be used on major urban roads.

COMMITTEE SUBSTITUTE FOR HOUSE BILL 558 (TRANSPORTATION)

- Section 1. creates allocation districts by simply saying that they are identical to DOT's operating regions.
- provides mechanism to address the problem of local governments which lie within 2 allocation districts; includes the local government within allocation district in which largest portion of the local government's land is located.
- Section 2. deletes reference to FIVE allocations.
- Section 3. deletes first class cities from direct allocation. The need for this change is to provide first-class with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first class cities are not adequate to construct local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.
- Section 4. deletes first class cities from direct allocation.
- Section 5. allows the use of program money on the federal-aid secondary highway system.
- Section 6. adds language to include second class cities to conform with the definition of municipality in AS 29.78.010(8). Necessary to enable political subdivision of the State to construct and maintain a project under the provisions of this act.
- adds language to the definition of local service roads to include an average daily traffic count of 400 vehicles in order to give alleviate the problem of LSR&T funds to be used on major urban roads.



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

HB 558

January 31, 1984

The Honorable Joe Hayes  
Speaker of the House  
Pouch V  
Juneau, Ak 99811

Dear Representative Hayes:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to the local service roads and trails program. The bill makes minor amendments to existing statutes.

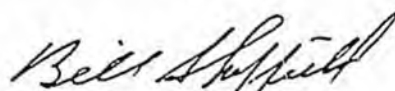
Section 1 repeals and reenacts AS 19.30.127. The current language establishes five allocation districts. The proposed language creates allocation districts by simply saying that they are identical to the Department of Transportation and Public Facilities' operating regions. When the local service roads and trails program was enacted in 1971 there were five highway districts within the Department of Highways. The allocation districts established in the statute coincided with those highway districts. Those allocation districts bear little relationship to the manner in which the state's highway program is administered today. There are currently three regional offices with headquarters in Anchorage, Fairbanks, and Juneau, respectively. This amendment will allow the program to be administered in a way that is consistent with the Department of Transportation and Public Facilities' current administrative structure. The amendment will enable the allocation districts to match any future changes in geographic organization of the department.

Additionally, sec. 1 of the bill provides a mechanism to address the problem of local governments which lie within two allocation districts. Subsection (b) of AS 19.30.127 will provide that the boundary between the allocation districts is to be adjusted to include the local government within the allocation district in which the largest portion of the local government's land is located.

Section 2 amends AS 19.30.131(a) by deleting the reference to five allocation districts. This amendment is necessary because of the new method of establishing the allocation districts found in sec. 1 of the bill.

Section 3 amends AS 19.30.161 by adding language requiring the prior approval of design standards, rights-of-way, and widths for projects which are constructed on a federal-aid secondary route, even though the project will be constructed by a local government that has assumed road powers. As a general proposition under the local service roads and trails program, if a local government has assumed road powers it is responsible for the maintenance of the facility after construction. Consequently, the state has little concern over the standards. In 1981, the nature of the program changed when AS 19.30.111 was amended to allow the use of program money on the federal-aid secondary highway system. These facilities can be quite complicated and the state is required to comply with various standards to continue to receive federal aid for the route. It is therefore appropriate that the commissioner of DOT/PF have a right of prior approval of design standards, rights-of-way, and width.

Sincerely,

  
Bill Sheffield  
Governor

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: 1/4/84

Page 1 of 2

REQUEST  
Bill/Resolution No.: HB 558  
Title: Local Service Roads & Trails  
Sponsor: DOT&PF  
Requestor: Commissioner's Office  
Date of Request:

FISCAL DETAIL  
Agency Affected: DOT&PF  
Program Category Affected: Design & Construction  
BRU, Program or Subprogram(s) Affected: Capital Program

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                       | FY 84 | FY 85 | FY 86 | FY 87 | FY 88 | FY 89 |
|-----------------------|-------|-------|-------|-------|-------|-------|
| OPERATING             |       |       |       |       |       |       |
| 100 PERSONAL SERVICES |       |       |       |       |       |       |
| 200 TRAVEL            |       |       |       |       |       |       |
| 300 CONTRACTUAL       |       |       |       |       |       |       |
| 400 SUPPLIES          |       |       |       |       |       |       |
| 500 EQUIPMENT         |       |       |       |       |       |       |
| 600 LAND & STRUCTURES |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS    |       |       |       |       |       |       |
| 800 MISCELLANEOUS     |       |       |       |       |       |       |
| TOTAL OPERATING       | -0-   | -0-   | -0-   | -0-   | -0-   | -0-   |
| CAPITAL               | -0-   | -0-   | -0-   | -0-   | -0-   | -0-   |
| REVENUE               |       |       |       |       |       |       |

FUNDING: (Thousands of Dollars)

|               |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|
| GENERAL FUND  |  |  |  |  |  |  |
| FEDERAL FUNDS |  |  |  |  |  |  |
| OTHER         |  |  |  |  |  |  |
| TOTAL         |  |  |  |  |  |  |

POSITIONS:

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

N/A

ANALYSIS: Attach a separate page for analysis

Prepared By: John J. Simpson *John J. Simpson* Phone: 789-6261  
Division: Standards & Technical Services Div. Date: 1/4/84

Approved by Commissioner: *[Signature]* Date: 1/11/84  
Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

12/1/83

The proposed bill is strictly a housekeeping measure and has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed bill revises A.S. 19.30 in two areas:

- 1) AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOT&PF's regional boundaries. This simplifies the allocation process of LSR&T monies.
- 2) AS 19.30.161 is reworded to require LSR&T projects constructed on a Federal-aid secondary route to be approved by the Commissioner of DOT&PF. This language change is needed to assure that Federal requirements for roadway width, design standards and right-of-way are met.

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_

REQUEST

Bill/Resolution No.: CSHB 558  
Title: Local Services Roads  
and Trails

Sponsor: \_\_\_\_\_  
Requestor: \_\_\_\_\_  
Date of Request: \_\_\_\_\_

FISCAL DETAIL

Agency Affected: DOT&PF  
Program Category Affected: \_\_\_\_\_  
Design & Construction  
BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                       | FY 84 | FY 85 | FY 86 | FY 87 | FY 88 | FY 89 |
|-----------------------|-------|-------|-------|-------|-------|-------|
| OPERATING             |       |       |       |       |       |       |
| 100 PERSONAL SERVICES |       |       |       |       |       |       |
| 200 TRAVEL            |       |       |       |       |       |       |
| 300 CONTRACTUAL       |       |       |       |       |       |       |
| 400 SUPPLIES          |       |       |       |       |       |       |
| 500 EQUIPMENT         |       |       |       |       |       |       |
| 600 LAND & STRUCTURES |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS    |       |       |       |       |       |       |
| 800 MISCELLANEOUS     |       |       |       |       |       |       |
| TOTAL OPERATING       | -0-   | -0-   | -0-   | -0-   | -0-   | -0-   |
| CAPITAL               | -0-   | -0-   | -0-   | -0-   | -0-   | -0-   |
| REVENUE               |       |       |       |       |       |       |

FUNDING: (Thousands of Dollars)

|               |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|
| GENERAL FUND  |  |  |  |  |  |  |
| FEDERAL FUNDS |  |  |  |  |  |  |
| OTHER         |  |  |  |  |  |  |
| TOTAL         |  |  |  |  |  |  |

POSITIONS:

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

ANALYSIS. Attach a separate page for analysis

Prepared By: Bette Cato Phone: 4838  
Division: House Transportation Committee Date: 3-27-84

Approved by Commissioner: \_\_\_\_\_ Date: \_\_\_\_\_  
Agency: \_\_\_\_\_

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

12/1/83

The Committee Substitute for House Bill 558 has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed Committee Substitute revisions are as follows:

1. AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOTPF's regional boundaries. This simplifies the allocation process of LSR&T monies. (As in HB 558)
2. AS 19.30.131(c) and AS 19.30.141 deletes first class cities from direct allocations. Per the Department, the need for this change is to provide first class cities with adequate funds to construct local service roads. Presently, the law treats allocations for most first class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.
3. AS 19.30.161 is reworded (per the Department's request) to require LSR&T projects constructed on a Federal-aid secondary route to be approved by the Commissioner of DOTPF. This language change is needed to assure that Federal requirements for roadway width, design standards and right-of-way are met.
4. AS 19.30.241(3) adds language which includes second class cities to conform with the definition of municipality in AS 29.78.010(8). Per the Department, this change is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.
5. AS 19.30.241(4) adds language to the definition of local service roads to include an average daily traffic count of fewer than 400 vehicles to target LSR&T monies for projects which the LSR&T program was originally intended to do.

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

Page 1 of 2

Revision Date: 1/4/84

REQUEST

Bill/Resolution No.: HB 558  
 Title: Local Service Roads & Trails  
 Sponsor: DOT&PF  
 Requestor: Commissioner's Office  
 Date of Request: \_\_\_\_\_

FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: Design & Construction  
 BRU, Program or Subprogram(s) Affected: Capital Program

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                        | FY 84      | FY 85      | FY 86      | FY 87      | FY 88      | FY 89      |
|------------------------|------------|------------|------------|------------|------------|------------|
| <b>OPERATING</b>       |            |            |            |            |            |            |
| 100 PERSONAL SERVICES  |            |            |            |            |            |            |
| 200 TRAVEL             |            |            |            |            |            |            |
| 300 CONTRACTUAL        |            |            |            |            |            |            |
| 400 SUPPLIES           |            |            |            |            |            |            |
| 500 EQUIPMENT          |            |            |            |            |            |            |
| 600 LAND & STRUCTURES  |            |            |            |            |            |            |
| 700 GRANTS, CLAIMS     |            |            |            |            |            |            |
| 800 MISCELLANEOUS      |            |            |            |            |            |            |
| <b>TOTAL OPERATING</b> | <b>-0-</b> | <b>-0-</b> | <b>-0-</b> | <b>-0-</b> | <b>-0-</b> | <b>-0-</b> |
| <b>CAPITAL</b>         | <b>-0-</b> | <b>-0-</b> | <b>-0-</b> | <b>-0-</b> | <b>-0-</b> | <b>-0-</b> |
| <b>REVENUE</b>         |            |            |            |            |            |            |

FUNDING: (Thousands of Dollars)

|               |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|
| GENERAL FUND  |  |  |  |  |  |  |
| FEDERAL FUNDS |  |  |  |  |  |  |
| OTHER         |  |  |  |  |  |  |
| <b>TOTAL</b>  |  |  |  |  |  |  |

POSITIONS:

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

N/A

ANALYSIS: Attach a separate page for analysis

Prepared By: John J. Simpson *[Signature]* Phone: 789-6261  
 Division: Standards & Technical Services Div. Date: 1/4/84

Approved by Commissioner: *[Signature]* Date: 1/11/84  
 Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

12/1/83

The proposed bill is strictly a housekeeping measure and has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed bill revises A.S. 19.30 in two areas:

- 1) AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOT&PF's regional boundaries. This simplifies the allocation process of LSR&T monies.
- 2) AS 19.30.161 is reworded to require LSR&T projects constructed on a Federal-aid secondary route to be approved by the Commissioner of DOT&PF. This language change is needed to assure that Federal requirements for roadway width, design standards and right-of-way are met.

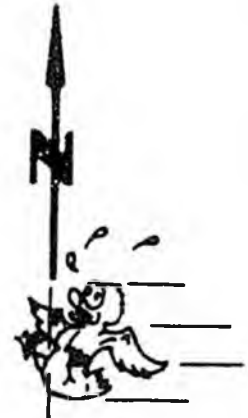
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# HANDBOOK

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

# **ENGINEER'S HANDBOOK**

**LOCAL SERVICE ROADS**

**AND TRAILS PROGRAM**

**DEPARTMENT OF TRANSPORTATION**

**AND PUBLIC FACILITIES**

**STATE OF ALASKA**

**POUCH Z**

**JUNEAU, ALASKA**

**SEPTEMBER 1984**

**NO. 056**

## INTRODUCTION

This handbook is a guide for the Local Service Roads and Trails Program, which is an integral part of the Alaska Department of Transportation and Public Facilities. This program was primarily established to meet the State of Alaska's commitment to satisfy rural community road needs. These guidelines are intended to remain flexible in order for the program to be properly administered.

This guide is not intended to take the place of good engineering judgement nor is it an answer to all situations.

Revisions will be made to this handbook to improve the efficiency of the LSR&T Program.

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## HISTORY

### LOCAL SERVICE ROADS AND TRAILS PROGRAM

#### Primary Functions:

The Local Service Roads and Trails (LSR&T) program was established by the State Legislature in 1971 to provide for special needs of "bush" communities, rural communities and communities both within and outside of organized boroughs.

The Local Service Roads and Trails program was designed to aid communities that do not have either the financial means or the technical expertise to accomplish a project alone. These projects are in the nature of roads, trails, bridges and boardwalks.

The LSR&T Program is wholly State funded. Generally, local government projects are contracted; although some local governments prefer to utilize their own forces. In remote areas, local labor and equipment rental is often utilized to construct LSR&T projects. When equipment is not available to rent, State equipment is utilized. Contract construction in remote areas is utilized only when it is cost effective.

The scope of LSR&T is basically three-fold. This is particularly true for "bush" projects. It provides:

1. Needed projects to communities that do not have the capabilities of accomplishing a project alone without assistance.
2. A source of training for construction work by employing local residents as laborers and equipment operators.
3. Supplemental income to communities that are single-income or subsistence oriented.

#### Project Limitations:

LSR&T road projects are confined to roads which are not part of the federal-aid system, (secondary roads excepted) and are not the responsibility of corporate units or private individuals but are dedicated to public use. These projects cover wide ranging road needs. They include State recreation routes, connections between outlying villages and airports, villages and canneries, villages and port facilities, short routes needed to better integrate subdivision roads and State highways, and improvements to existing local roads.

#### Statutory Authority:

AS 19.30.111 - 19.30.251 as follows:

### Article 3. Local Service Roads and Trails.

Sec. 19.30.111. Purpose. It is the purpose of AS 19.30.111 - 19.30.251 to provide for the acquisition and construction of local service roads and trails which are not included in the approved federal-aid primary highway systems eligible for federal-state matching funds. (§ 2 ch 84 SLA 1971; am § 1 ch 38 SLA 1981)

Sec. 19.30.121. Regulations. The commissioner may make regulations necessary to carry out AS 19.30.111 - 19.30.241. (§ 2 ch 84 SLA 1971)

Sec. 19.30.127. Allocation districts. The state is divided into five allocation districts as follows:

(1) The boundary of allocation district one begins in Kamishak Bay at 59° 15' N, 154° 00'W; and travels north along longitude line 154°00'W to latitude 63°00'N; thence east along latitude line 63°00'N to a point common with the boundaries of allocations districts two and five; southerly of the Denali Highway at Corkscrew Creek (Milepost 59.1); thence southerly to Prince William Sound at Fairmount Point 60°53'45"N, 147°27'W and inclusive of Kodiak, Afognak, Barren, Trinity and Chirjkof Islands.

(2) The boundary of allocation district two begins at and includes the point at which the Alaska Highway intersects the Alaska-Yukon border; travels northwesterly to the west abutment of the Little Tok River Bridge on Tok Cutoff Highway (Milepost 91.2); thence west to the northerly abutment of the McCallum Creek Bridge on the Richardson Highway (Milestone 202.4); thence west to a point directly north of the Denali Highway at Corkscrew Creek (Milepost 59.1); thence southwesterly to the Glenn Highway at Summit (Milepost 118) and continuing along that line to latitude 63°00'N; thence west along latitude 63°00'N; to longitude 154°00'W; thence north along longitude 154°00'W to the Arctic Ocean.

(3) The boundary of allocation district three begins in the Gulf of Alaska on longitude line 141°00'W; thence north along longitude 141°00'W to Boundary Point 187; thence southeasterly along the Canadian-United States border bounding Southeastern Alaska in its entirety.

(4) The boundary of allocation district four begins in the Arctic Ocean at Smith Bay 70°54'N, 154°19'W; on longitude line 154°00'W; travels south along longitude 154°00'W to latitude 59°15'N to longitude 152°15'W; thence southwesterly through Shelikof Strait and bounds of the entire Aleutian Chain.

(5) The boundary of allocation district five begins at the Gulf of Alaska on longitude line 141°00'W and travels northerly along that line to the point (not including the point) at which Alaska Highway intersects the Alaska-Yukon border; thence northwesterly to the west abutment of the Little Tok River Bridge on the Tok Cutoff Highway (Milepost 91.2); thence west to the northerly abutment of McCallum Creek Bridge on the Richardson Highway (Milepost 202.4); thence west to the point directly north of Denali Highway at Corkscrew Creek (Milepost 59.1); thence southerly to the Glenn Highway at Summit (Milepost 118); thence southerly to Prince William Sound at Fairmount Point 60°53'45"N, 147°27'W. (§ 2 ch 84 SLA 1971)

Sec. 19.30.131. Allocation of funds. (a) During each fiscal year the commissioner shall allocate sums appropriated or otherwise designated for expenditure upon local service roads for that fiscal year among the five

allocation districts in the following manner: one-half in the ratio which the area of each allocation district bears to the total area of the state and one-half in the ratio which the population of each allocation district bears to the total population of the state as shown by the latest available federal census.

(b) The commissioner shall also further allocate the sums in each allocation district to the boroughs within each allocation district in the following manner; one-half in the ratio which the area of each organized borough (excluding salt water areas) within that district bears to the total area of the allocation district and one-half in the ratio which the population of each organized borough area within that district bears to the total population of the allocation district as shown by the latest available federal census.

(c) The commissioner shall also further allocate portions of the sum allocated to any borough, either organized or unorganized, and to any home rule or first class city within the borough in the following manner;

(1) one-half in the ratio which the area of each home rule or first class city bears to the total area of the borough excluding salt water areas; and

(2) one-half in the ratio which the population of each home rule or first class city bears to the total population of the borough as shown by the latest available federal census.

(d) The sums not allocated within each district to a local government under (b) and (c) of this section shall be allocated to the unorganized borough and administered by the department. (§ 2 ch 84 SLA 1971; am § 2 ch 38 SLA 1981)

Sec. 19.30.141. Acquisition and construction programs. Before October 1 of each fiscal year each local government eligible for allocation of funds under AS 19.30.131 shall submit to the commissioner for approval a five-year plan for the acquisition and construction of local service roads and trails. Before December 1 of each fiscal year the commissioner shall submit to the governor a five-year plan for the acquisition and construction of local service roads and trails, including the approved local government programs. An organized borough shall include in its five-year plan local service road acquisition and construction programs for all cities other than home rule and first class cities within the boundaries of the borough. The commissioner shall include in his five-year plan local service road and trail acquisition and construction within the unorganized borough. (§ 2 ch 84 SLA 1971; am § 3 ch 38 SLA 1981)

Sec. 19.30.151. Local government participation. (a) Upon application by a local government, local service roads and trails constructed under the provisions of AS 19.30.111 - 19.30.241 and located within the jurisdictional boundaries of a local government, as defined in AS 19.30.241(3), may be transferred to that local government upon approval by the department and after a vote of the people in the area.

(b) The commissioner shall, upon request of a local government, transfer funds allocated under AS 19.30.131 to any local government which has assumed local road powers for project cost amounts and contract award amounts submitted to the commissioner.

(c) Nothing in AS 19.30.111 - 19.30.241 prohibits a local government from participating financially in the acquisition and construction of a local service road and trail. (§ 2 ch 84 SLA 1971; am Executive Order No. 39, § 11 (1971); am §§ 2, 3 ch 158 SLA 1980; am § 4 ch 38 SLA 1981)

Sec. 19.30.161. Design standards, rights-of-way and widths. Design standards, rights-of-way and widths for each local service road and trail program shall have the prior approval of the commissioner, unless the project is under the supervision of a local government that has assumed local road powers. If the project is under the supervision of a local government that has assumed road powers, design standards, rights-of-way and widths shall be established by the local government. (§ 2 ch 84 SLA 1971; am § 4 ch 158 SLA 1980)

Sec. 19.30.171. Acquisition and conveyance of rights-of-way. (a) The local government shall acquire all rights-of-way required for local service road and trail construction. However, if the local government is unable to acquire the necessary right-of-way, the commissioner is authorized to acquire it in accordance with AS 19.05.080 - 19.05.120. The commissioner may convey to the local government, by appropriate instrument executed in the name of the state, any land or interest in land which has been acquired by the state for the construction of local service roads or trails.

(b) The costs incurred by the commissioner in acquiring this land or interest in land includes all costs and any fees incidental to acquisition. All costs incurred in connection with the acquisition of the land or interest in land for local governments that have assumed local road powers shall be charged to the project allocation for which the land or interest in land is acquired. Right-of-way acquisition costs incurred by the commissioner for local governments without local road powers under AS 19.30.151(a) shall be charged to the project allocation for the local government for which the land or interest in land is acquired.

(c) When rights-of-way for local service roads are acquired over land or interest in land owned by the state, the commissioner may make such arrangements with the department having jurisdiction over the land as may be necessary to give the local government adequate rights-of-way, and any such department is directed to transfer the jurisdiction of the land to the commissioner. (§ 2 ch 84 SLA 1971; am § 17 ch 71 SLA 1972; am § 5 ch 158 SLA 1980; am § 5 ch 38 SLA 1981)

Sec. 19.30.181. Project agreements. A local government which has assumed local road powers may enter into a formal project agreement with the commissioner for the acquisition and construction of a specific project. (§ 2 ch 84 SLA 1971; am § 6 ch 158 SLA 1980; am § 6 38 SLA 1981)

Sec. 19.30.191. Letting of contracts. (a) Repealed by § 15 ch 158 SLA 1980.

(b) Contracts entered into by a local government that has assumed local road powers for the construction of each project shall be awarded only on the basis of the lowest responsible bid submitted by a bidder meeting established criteria of responsibility.

(c) All contracts by a local government that has not assumed local road powers must have the prior concurrence of the commissioner. The commissioner may delegate the power to approve contracts to a local government that has assumed local road powers for the acquisition and construction of local service roads and trails.

(d) Except as provided in (b) and (c) of this section and in AS 44.33.300, construction of each project shall be administered by the department in accordance with guidelines established by the commissioner by regulation. (§ 2 ch 84 SLA 1971; am § 4 ch 277 SLA 1976; am §§ 7 - 9, 15 ch 158 SLA 1980; §§ 7, 8 ch 38 SLA 1981)

Sec. 19.30.201. Construction. Except as provided under AS 19.30.161, the construction of a local service road and trail undertaken by the department or under its direct supervision under the provisions of AS 19.30.111 - 19.30.241, shall be performed according to approved design standards and is subject to the inspection and approval of the commissioner. All construction work done and labor performed by or under the direct supervision of the department shall be in accordance with applicable state law. (§ 2 ch 84 SLA 1971; am § 10 ch 158 SLA 1980; am § 9 ch 38 SLA 1981)

Sec. 19.30.211. Maintenance. (a) The department shall maintain, or cause to be maintained, any project constructed by the department under the provisions of AS 19.30.111 - 19.30.241, except that upon mutual agreement of the commissioner and the local government the responsibility for maintenance may be transferred to the local government if it is authorized to assume road and maintenance powers.

(b) The department shall continue maintenance on all projects maintained by the department on January 1, 1980.

(c) A local government may contract with the department for maintenance of a project. The maximum annual maintenance cost to the local government may not exceed twice the amount of state aid to municipalities for roads. (§ 2 ch 84 SLA 1971; am § 11 ch 158 SLA 1980)

Sec. 19.30.221. Availability of allocated sums. (a) On and after the date that the commissioner has certified the sums allocated to each local government, the sums shall be available for expenditure under the provisions of this chapter.

(b) These allocated sums shall be available for expenditure for a period of five years after the close of the fiscal year for which the sums are authorized and any amounts so obligated remaining unexpended at the end of that period shall lapse and shall be available for other local service road or trail construction within that allocation district in accordance with AS 19.30.111 - 19.30.241.

(c) This section applies to sums transferred under AS 19.30.151(b).

(d) The payment of royalties required to obtain materials to construct local service road and trail projects is a valid expenditure under this chapter. (§ 2 ch 84 SLA 1971; am § 12 ch 158 SLA 1980)

Sec. 19.30.231. Payment for construction.

Repealed by § 15 ch 158 SLA 1980.

Sec. 19.30.233. Reports. (a) No later than October 1 of each year, a local government which has received money under AS 19.30.151(b) shall prepare a report showing the use of the money by the local government during the preceding 12 months. The local government shall submit a copy of the report to the commissioner.

(b) No later than December 1 of each year, the commissioner shall prepare a report showing the use of the money allocated under this chapter during the preceding 12 months and a report on the status of all projects under this chapter for which the department has construction responsibility. The commissioner shall submit copies of the reports to the governor. (§ 13 ch 158 SLA 1980)

Sec. 19.30.241. Definitions. In AS 19.30.111 - 19.30.241

(1) "construction" means the building of a new road, street or trail or the improvement of existing roads, streets or trails and includes the necessary preliminary engineering, construction engineering and utility relocation;

(2) "home rule city" means a city as defined in AS 29.08.010;

(3) "local government" means an organized borough of any class, a unified municipality organized under AS 29.68.240 - 29.68.440, home rule city or a city of the first class;

(4) "local service road" means a public road which is not designated as a route on the approved federal-aid highway system;

(5) "project" means an undertaking to construct a particular portion of a local service road or trail, or, if the context so implies, the particular portion of a local service road or trail so constructed;

(6) "trail" means a footpath or way on land or water that is open to public use as a matter of right whether or not a thoroughfare, particularly for dog sleds and mechanized snow vehicles;

(7) "commissioner" means the Department of Transportation and Public Facilities.

(8) "department" means the Department of Transportation and Public Facilities.

(9) "secondary road" means a road that is not included in the approved federal-aid primary highway system and is being maintained by the state or local government. (§ 2 ch 84 SLA 1971; am § 30 ch 53 SLA 1973; am § 14 ch 158 SLA 1980; am §§ 10, 11 ch 38 SLA 1981)

Sec. 19.30.251. Local government powers. Road construction and maintenance authority is granted to local governments, as defined in AS 19.30.241(3), which do not otherwise have that authority; however the authority granted is limited to participation in the construction and maintenance of local service roads under AS 19.30.111 - 19.30.241. (§ 2 ch 84 SLA 1971)

## SECTION I

### LOCAL GOVERNMENTS

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## LOCAL GOVERNMENTS

### SECTION I

#### GUIDELINES FOR LSR&T PROJECTS

##### 1. DEFINITION

A local Government is an organized borough of any class, a unified municipality organized under AS 29.68.240 - 29.68.440, a home rule city or a city of the first class. Road construction and maintenance authority is granted to any local government as specified in AS 19.30.251.

A Local Service Roads & Trails (LSR&T) project must be transportation oriented, and not designated as a route on the approved primary, urban or interstate federal aid highway systems.

##### 2. ALLOCATION OF FUNDS

The allocation formula is clearly defined in the Article 3. Local Service Roads and Trails, Section 19.30.131 of the Alaska Statutes, but a brief description is included herein for explanatory purposes.

The distribution of funds is based on area and population factors. Half the funds are allocated on the basis of area and half on the basis of population. Salt water areas are excluded from allocation areas, and the latest approved Federal census is used for population figures.

The first stage distribution is made to allocation districts, which correspond to the Department of Transportation and Public Facilities Regional boundaries.

Each allocation district's distribution is then broken down and allocated to the boroughs within that allocation district, each organized borough figuring for a share and all areas outside organized boroughs combining together for a share. The important distinction here is that the "borough" is considered an area within an allocation district.

The third and final breakdown allocates to the local government. If a home rule city or a city of the first class exists within an organized borough, the borough government and the city government share the "borough" (second stage) allocation in proportion to their area/population factors. If no home rule or first class city exists within the organized borough, the entire allocation is to that borough's government. If a home rule or first class city exists in an unorganized borough, the city's allocation is their area/population proportion of the unorganized borough's allocation. For allocation flow chart see figure 1.

Distribution of funds to second-class cities within the boundaries of an organized borough are administered by that organized borough.

### 3. APPLICANT GUIDELINES

#### A. Five-Year Program

Each year a 5-year local service roads and trails program is published reflecting the proposed construction for the statewide program. Local governments must submit a list of projects they propose to finance with LSR&T funds by October 1 of each year, including priorities for construction.

The local government controls its own LSR&T program. Priority of projects is flexible but changes must be approved by the assembly before a project can be approved by the Department.

#### B. How to Apply

A local government may receive funds utilizing either of the following two categories.

1. Category I. A local government with road powers may advertise for bids and award a contract for construction of a project and submit a written request for a transfer of funds from the local government's LSR&T allocation. These funds are for preliminary engineering, contract award amounts and associated costs. A written request accompanied by resolution is required, and should be supplemented by a transfer of responsibilities agreement prepared by the Department.

A local government which has received funds using this method shall prepare a report showing the use of the money by the local government during the preceding 12 months. The report shall be submitted no later than October 1 of each year to the Regional LSR&T manager who will forward a copy to the Statewide LSR&T Administrator.

Construction projects utilizing Category I funding shall be awarded only on the basis of the lowest responsible bid submitted by a bidder meeting established criteria of responsibility.

This procedure is subject to audit.

2. Category II. A formal project agreement between the local government and the commissioner is required prior to beginning preliminary engineering; or prior to advertising, as the case may be.

The local government desiring a formal agreement should assemble the following information and submit it to the Regional LSR&T Manager:

1. Resolution from Local Government

2. Project Location Map (3 copies)
3. Statement of Intent
4. Typical Project Cross Section
5. Estimated Project Cost
6. Identification of other funding Sources
7. Proposed method of construction

Upon receipt of the above data, the project agreement will be prepared and forwarded to the local government for signature.

The Department will provide assistance upon request of the local government in the form of advice and consultation for all phases of the project.

Completed projects are subject to review by the Department.

### C. INFORMATION

#### For More Information Contact:

Statewide LSR&T Administrator  
DOT&PF  
State of Alaska  
P.O. Box 3-1000  
Juneau, Alaska 99802

Central Region, LSR&T Manager: DOT&PF  
5600 "B" St., Suite 101  
Anchorage, AK 99502  
Phone: 561-1148

Northern Region, LSR&T Manager: DOT&PF  
2301 Peger Road,  
Fairbanks, AK 99701  
Phone: 452-1911

Northern Region:  
(Western District), LSR&T Manager: DOT&PF  
P.O. Box 1048  
Nome, Alaska 99762  
Phone: 443-5266

Southeastern Region, LSR&T Manager: DOT&PF  
P.O. Box 3-1000  
Juneau, AK 99802  
Phone: 789-6247

#### 4. PRECONSTRUCTION

##### A. Reconnaissance

This phase should determine how the project will be constructed, what, if any, the areas of conflict will be, and the approximate cost of the improvement.

Items which should be taken into consideration are:

1. Typical section and project length.
2. Adequacy of existing right of way and any acquisition costs.
3. Utility relocation costs.
4. Material sources.
5. Method of construction.
6. If project cost is within available funding.
7. Environmental and permit issues.

##### B. Design Criteria

###### 1. Design Guidelines

Geometric design standards for local road projects to be maintained by the Department shall be Section V, Alaska Local Roads and Trails Design Criteria. Local governments may develop and use other criteria (for projects to be maintained by the local government) when approved by the Regional Deputy Commissioner.

###### 2. Design Review

- a. Category I guidelines. A transfer of responsibilities agreement is required.
- b. Category II guidelines. A project agreement is required.

##### C. Public Right of Way

###### 1. Acquisition of Right of Way

A project by project determination will be made by the Department regarding the amount of LSR&T funds which may be utilized for right of way acquisition, if land or an interest in land is necessary to construct a project. A local government may request the Department to acquire right of way.

Costs incurred by the Department in acquiring right of way for a local government shall be charged to the project.

Costs to locate property corners beyond that which is necessary to establish the project alignment is not a reimbursable expenditure.

## 2. Right of Way Width

The procurement of right of way to widths that accommodate the construction, adequate drainage and proper maintenance of the road is a very important part of the overall design.

In developed areas it may be necessary to limit the right of way width. However, the right of way width should not be less than that required for all the elements of the design cross sections, utility accommodation and appropriate border areas.

The border area between the roadway prism and the right of way line should be wide enough to serve several purposes, including provision of a buffer space between pedestrians and vehicular traffic, sidewalk space, snow storage, an area for placement of underground and above ground utilities, and an area for maintainable esthetic features, such as grass or other landscaping. To provide for the construction and maintenance of a facility the border width must be a minimum of five feet, but desirably should be ten feet.

The minimum right of way or permanent easement width required for foot trails, bike paths, boardwalks, and foot bridges must be sufficient to construct and maintain the facility. Maintenance responsibility must be borne by the local government.

Joint use of right of way beyond the slope limits of federal aid routes may be obtained with the approval of the Department and the Federal Highway Administration. Joint use of right of way with the Alaska Railroad, public utilities, or airports require coordination of affected agencies. The Department will assist when requested. Authority to proceed with construction will not be granted until the Department is assured that adequate right of way or construction and maintenance easements are obtained.

## 3. Recreation Facilities

The LSR&T program was established to fund projects that aid the surface transportation of people, equipment and supplies from one point to another over public right of way.

As defined in Section 19.30.241 of the Alaska Statutes, the following definitions pertain to the Local Service Roads and Trails Program:

- "(4) 'local service road' means a public road which is not designated as a route on an approved federal-aid primary, urban or interstate highway system;
- (5) 'project' means an undertaking to construct a particular portion of a local service road or trail or, if the context so implies, the particular portion of a local service road or trail so constructed;

- (6) 'trail' means a footpath or way on land or water that is open to public use as a matter of right whether or not a thoroughfare, particularly for dog sleds and mechanized snow vehicles."

Construction of multi-purpose trails with Local Service Roads and Trails funds is authorized within the transportation corridor of federal-aid routes.

LSR&T funds are not available for construction of recreational facilities such as rifle range pads, race tracks, or similar proposals that limit the right of entry to the public.

Roads or trails to recreational facilities and parking areas for such facilities are eligible for funding under the program providing there is adequate public right of way and sufficient funds available.

#### 4. Certification

Category I and II. All projects require a letter certifying that adequate right of way has been acquired. The width of right of way or permanent easement obtained must be clearly stated in order that adequate right of way to contain the construction slope limits is assured throughout the project. Certification of the right of way is the responsibility of the local government. (Refer to Public Right of Way, Section III)

#### D. Preliminary Engineering

##### 1. Local Government

- a. Maximum reimbursement of preconstruction engineering expenditures is limited to 15% of total funds for the project, unless otherwise agreed to by the Department in writing.
- b. Adequate survey is required to establish alignment and grade of the project. (Does not include locating property corners and ties to section corners beyond that which is necessary to establish centerline of the project.)
- c. Project must be designed to stay within available right of way or permanent easement as reflected in the typical section and the design guidelines.

##### 2. Consultants

Consultant agreements must have an upper dollar limit for each phase, such as (1) design and (2) construction inspection.

Consultant agreements with local governments and subsequent changes to the agreements do not require approval by the Department unless

specifically noted in the project agreement. The local government is solely responsible for the execution and control of consultant agreements.

E. Structures

1. Design Requirements

- a) All stream crossings must be reviewed for U.S. Coast Guard, U.S. Corps of Engineers and ADF&C permit requirements.
- b) Design guidelines for structures refer to Section V
- c) Average Daily Traffic (ADT) or Design Hourly Vehicle, (DHV) shall be used to determine width of roadway.
- d) When utilizing an existing structure at a different location the following data must be reviewed:
  - 1) ADT - roadway width
  - 2) structural capacity for intended use
  - 3) modifications required to meet current design criteria
- e) All major structures require the DOT&PF Chief Bridge Design Engineer's review.
- f) Permits shall be obtained by the local government. The Regional Environmental Coordinator for DOT&PF is available for assistance if required.

2. Permit Requirements

If there are stream or wetland fills, eagle trees, or other environmental/permit related issues associated with LSR&T projects, the Regional Environmental Unit will assist local governments in dealing with the appropriate review or permit.

If projects are in coastal regions of the state, a Coastal Consistency Determination review is required which can be coordinated through the regional environmental office.

3. Bridge Design Assistance

Bridge design assistance from the Department requires complete and timely communications.

When a project involves a bridge, a completed LSR&T form 130 (See Section IV) should be provided along with the following:

- Construction schedule
- Amount budgeted for structure

Number and type of vehicles in community  
 Anticipated live load during life of structure  
 Recommended structure type  
 Materials available (if any)  
 Equipment available  
 Transportation limitations  
 Experience of labor for erection (when to be done by local labor)  
 Site survey, marked aerial photo or sketch drawn

In case a design is performed, or partly performed by a region, other agencies or individuals, the DOT&PF bridge section will review the work in keeping with the considerations listed above.

F. Materials

1. Payment for royalty, when necessary to construct a LSR&T project, is a legitimate expenditure of funds.
2. The local government is responsible for inspection and acceptance of materials.
3. It must be determined that adequate materials exist to construct the project.

G. Traffic Safety Responsibilities

All traffic control devices shall conform to the criteria contained in the Alaska Traffic Manual (AS 28.01.010).

1. Permanent Traffic Control Devices Recommendations:

A. Warning Signs

- |   |                 |
|---|-----------------|
| a) Curve warnings with speed plates             | -Notes: 1,2     |
| b) School and Pedestrian warnings               | -Notes: 1       |
| c) Hazards, such as loose gravel, slides, etc.  | -Notes: 1,5     |
| d) Intersections, street ends, stop ahead, etc. | -Notes: 1,3,5,6 |

B. Regulatory Signs

- |                                   |               |
|-----------------------------------|---------------|
| a) Stop, Yield                    | -Notes: 1,4,6 |
| b) Speed limit                    | -Notes: 1,3,6 |
| c) One Way, Do Not Enter          | -Notes: 1,6   |
| d) Load restrictions and closures | -Notes: 1,2,5 |

C. Guide Signs

- |   |                 |
|---|-----------------|
| a) Street name signs                      | -Notes: 1,2,6   |
| b) Directional and mileage signs          | -Notes: 1,2     |
| c) Service signs (hospital, police, etc.) | -Notes: 1,2,6,7 |

D. Delineation and Object Markers

- |  |               |
|--|---------------|
| a) Roadside delineation - hazard areas | -Notes: 1,2,8 |
| b) Bridge end and object markers       | -Notes: 1,2,9 |

Permanent Control Device Notes:

1. Determine location and type of sign needed during PS&E preparation. It is the design engineer's responsibility to assure that all necessary signing has been included in the design of the project.
  2. Additional field conditions may warrant further protection devices.
  3. Has a speed study been completed, or is one warranted?
  4. Have STOP or YIELD warrants been met?
  5. Have construction or permanent conditions warranted restrictive signs?
  6. Are existing nonstandard signs being replaced?
  7. Service signs needed and type.
  8. Areas where road sides and objects need delineation.
  9. Bridge ends, guardrail ends, and objects requiring Type III object markers.
2. Construction

Road Construction Traffic and Pedestrian Safety Recommendations (Type of protection must fit nature of work):

- A. Short-term daylight construction operations
  - a) Minor traffic and pedestrian interruptions -Notes: 1,6
  - b) Major interruptions (moderate to high volumes)-Notes: 1,2,6
  - c) Lane closures, flagman operation -Notes: 1,2,5,6
  - d) Street closed during construction period -Notes: 1,2,4
- B. Long-term daylight with overnight protection
  - a) Minor traffic and pedestrian interruptions -Notes: 1,3,5
  - b) Major interruptions (moderate to high volumes)-Notes: 1,3,5,6
  - c) Lane closures, flagman operation -Notes: 1,3,5,6
  - d) Road or street closed overnight -Notes: 1,3,4
- C. Night construction operation
  - a) Minor traffic and pedestrian interruptions -Notes: 1,3,5,6
  - b) Major interruptions (moderate to high volumes)-Notes: 1,3,5,6
  - c) Lane closures, flagman operation -Notes: 1,3,4,5,6
  - d) Road or street closed during night const. -Notes: 1,3,4,5,6

Note:

Notification of road disruption (closed or restricted) should be given to news media and local police, fire and emergency agencies, and posted on available community bulletin boards.

Worksite Protection Notes

1. One advance warning sign approximately \*1500 feet before each direction of approach to construction area, such as ROAD CONSTRUCTION AHEAD, ROAD WORK AHEAD, etc. One additional specific warning sign approximately \*500 feet before jobsite, such as ONE LANE ROAD AHEAD, SHOULDER WORK AHEAD, MEN WORKING, SURVEY CREW, etc.
2. Traffic cones and temporary barricades placed to direct traffic through the work area and to protect worksite.

\*Verify distance using Alaska Traffic Manual.

3. More permanent barricades and barriers with steady burning or flashing battery or electric lights installed for visibility and delineation.
4. ROAD CLOSED signs and barricades sufficiently placed to safely close traveled way. A DETOUR plan shall be submitted to the Engineer for approval prior to commencement of closing roadway. DETOUR signs directing motorists to alternate routes around closed roadway.
5. Flagman required for directing traffic with FLAGMAN AHEAD signs installed approximately 500 feet in advance of station.
6. Flagman required to protect worksite area with FLAGMAN AHEAD signs installed approximately 500 feet in advance of worksite.

3. Typical Roadside Obstacles

1. Substandard guardrail
2. Unprotected guardrail end
3. Sign post
4. Utility pole or luminaire
5. Unprotected bridge or culvert abutment or end
6. Large trees
7. Rock cut, out cropping or object in the ditch
8. Mailbox

As far as practical, projects should strive to eliminate roadside obstacles. If elimination is not practical, other methods of protection should be considered.

#### 4. Airport Clearance

If an airstrip is within three nautical (3.5 Statute) miles of the proposed improvement, the owner/manager and if the FAA is involved, they should be notified.

#### H. Utilities

##### 1. Eligibility

Utility move costs are fundable under the LSR&T program and must be considered when necessary to construct a proposed project.

##### 2. Conformance

All projects must conform to the Alaska Administrative Code for aerial and buried utilities. (A.S. 17 AAC 15)

##### 3. Relocation Agreements

The regional utility engineer should be advised in the early stages of project development if a written agreement for relocation of utilities is required. The agreement must comply with the provisions of A.S. 19.25.020.

#### I. Historical and Archaeological Clearance

In compliance with Section 41.35.070 of the Alaska Statutes, a list of all projects scheduled for construction and not previously submitted should be submitted directly to:

State Historic Preservation Officer  
Division of Parks  
225 A Cordova Street  
Anchorage, Alaska 99501  
Phone: 265-4141

Clearance is mandatory prior to granting approval to advertise. (Also see Section III, 2F. Periodic Reports)

Upon request, the Department will aid the local government in acquiring clearance of projects.

### 5. CONSTRUCTION

#### A. Contracts

1. Category I construction contracts do not require DOT&PF approval.
2. Category II construction contracts funded wholly or partially with LSR&T funds must be approved by the Regional Deputy Commissioner prior to advertising and at various stages as directed in the project agreement.

3. All contracts should recommend local resident hire (refer to H of this Section).

(Refer to applicant guidelines for definition of Category I&II, on page 1-3)

## B. Contract Requirements

### I. Advertising

The plan assembly submitted by a local government for approval to advertise should include the following:

- 1) Plans
- 2) Contract documents required (may vary providing results are conformable):
  - a) Table of contents
  - b) Notice to bidders
  - c) Information for bidders
  - d) Invitation for bids
  - e) Contractor's questionnaire
  - f) Proposal
  - g) Corporate acknowledgement
  - h) Contract bond (payment)
  - i) Contract bond (performance)
  - j) Resident agent's affidavit
  - k) Non-collusion affidavit
  - l) Bid schedule
  - m) Contract
  - n) Certification with regard to the performance of previous contracts or subcontracts subject to the Equal Opportunity Clause and the filing of required reports
  - o) Special Provisions, including specific Equal Employment Opportunity responsibilities for all nonexempt State and State-assisted construction contracts awarded in the State of Alaska
  - p) Notice of workmen's compensation and liability insurance
  - q) Current Alaska minimum wage rates
- 3) Engineer's cost estimate
- 4) Department of Fish and Game permit, if applicable
- 5) Coast Guard or Corps of Engineers permit, if applicable
- 6) Wetland permit, if applicable
- 7) A bid bond is required
- 8) Archaeological clearance, if not previously submitted
- 9) Bond is required for projects of \$100,000 or more; legal bonding required is 50% payment and 50% performance, unless contractor is certified under A.S. 36.25.025.
- 10) Right of way certification

- 11) Utility agreement, if applicable
- 12) Airport clearance, if applicable
- 13) Coastal consistency determination, if applicable.

Advertising for bids requires the prior approval of the Regional Deputy Commissioner.

## II Award

Review of the contract documents should reflect the following:

- 1) Bid tabulation of all bidders
- 2) Recommendation by the local government for award

Award of contract requires prior concurrence of the Regional Deputy Commissioner.

## III Authority to Proceed

Assurance by local government of proper bonding and licensing will be required before authority to proceed will be issued by the Region.

## C. Force Account

PS&E assembly of a force account (in-house) construction project submitted for approval should include the following:

1. Estimated Costs of Construction Engineering
2. Estimated Costs of Equipment and Labor
3. Estimated Costs of Materials
4. Estimated Costs of Closing out Project after Construction is completed
5. All required permits or assurance that they will be acquired prior to beginning construction

## D. Management Procedures

1. A project engineer or foreman must be assigned to administer the project in accordance with the plans and specifications.
2. Construction surveying and staking must be sufficient to provide for the construction of the proposed facility in accordance with the standard accepted methods.

The Surveying and Staking chapter of the State Construction Manual is available to be used as a guide in staking construction projects.

3. During construction it is the responsibility of the project engineer or foreman to keep accurate records of all work being performed by the contractor or Local Government. It is essential that these

records, reports, diaries and other computations verify and document that the various items and phases of work were completed in accordance with the plans and specifications.

The Records, Reports and Office Engineering chapter of the State Construction Manual is available to be used as a guide in determining the types of records and documentation necessary to verify the contract pay items.

4. The Department may, as work progresses, make payments to a local government for the total cost of completed construction incurred by it on a project.

After completion of a project and approval of the final voucher, a local government is entitled to payment of the unpaid balance for the project from the sums allocated to it.

No payment under this section may be made except for a project covered by a project agreement.

5. Payments shall be made to the depository, as designated by the local government and authorized under the laws of the local government to receive public funds.
6. The local government must certify that all expenditures are properly documented. The certification must show where the complete project files, including field data necessary to substantiate the expenditures, are located.
7. The Department should be advised of any proposed changes which reflect a cost amount exceeding 10% of the contract amount. Changes to the contract must accompany reimbursement requests.

#### E. Regional Construction Review

1. Category I construction projects do not require Department review. These projects are subject to audit.
2. Category II construction projects are subject to review at the discretion of the Department. Reviews performed by the Department are not chargeable to the local government projects. Project documentation should conform to the following guidelines:
  - a) Documentation that the local government has received authority to advertise and award contract (for work to be performed by contract).
  - b) LSR&T funds have not participated in costs incurred prior to execution of project agreement.

- c) Documentation and records to support the quantities, labor, equipment and materials being paid for.
- d) Measurement of items are made in accordance with the plans, specifications, appropriate change documents and properly documented force account records when applicable.
- e) All change documents are accounted for.
- f) Final acceptance has been made.
- g) Material incorporated into project meets the requirements of the plans and specifications, and that test results verify these requirements.
- h) Final payment made.
- i) The reimbursement requested for preconstruction engineering is in accordance with the project agreement.
- j) In the event the records fail a review, additional back-up will be required.

F. Safety

Part 1926 of the U.S. Department of Labor OSHA Act is required on Local Service Roads and Trails funded projects.

G. Reporting Responsibility

1. Wage and Hour

The Wage and Hour Division of the Department of Labor is responsible for the enforcement of AS 36.05 Wages and Hours of Labor, AS 36.10 Employment Preference, and the Alaska Administrative Code in Title 8 AAC 30 Public Contracts. Specifically, AS 36.05.035 Notification of Contract Awards requires that "upon awarding a public construction contract, the State or political subdivision of the State shall:

Immediately notify the commissioner of labor of the amount of the contract, the effective date of the contract, the identity of the contractor, and also the sub-contractors, the site or sites of construction, and provide a project description; and ..."

2. Equal Employment Opportunity

Local governments are responsible for the distribution of Equal Employment Opportunity (EEO) reports on all projects administered by them which are funded wholly or in part with State funds. (Refer to

Section 18 Alaska Administrative Code) Contracts shall comply with A.S. 36.10.010.

3. Completion Report - Category II

It is the local government's responsibility to notify the Regional Local Service Roads and Trails Manager sufficiently in advance of the final inspection, to allow Department representation.

4. Category I construction projects require an annual status report be submitted no later than October 1.

H. Resident Hire

Local residents should be employed where they are available and qualified.

6. PROJECT MAINTENANCE

A. Road Powers

Road construction and maintenance authority is granted to local governments, as defined in AS 19.30.241(3), which do not otherwise have that authority; however, the authority granted is limited to participation in the construction and maintenance of local service roads under AS 19.30.111 - 19.30.241.

B. Maintenance Responsibility

Home rule cities and home rule municipalities shall maintain, or cause to be maintained, LSR&T funded projects. Maintenance of projects constructed with LSR&T funds is reflected in the project agreement. The Department will not assume maintenance responsibility for any project in which LSR&T construction funding involvement is less than 50%.

C. Revenue Sharing

Shared revenue is available to all cities and boroughs incorporated under the laws of Alaska. Monies for maintenance via shared revenue are provided through the Department of Community & Regional Affairs.

To seek revenue sharing for roads maintained by the State, the appropriate official must submit a release of maintenance responsibility to the Regional Director for Maintenance and Operation. If the request is approved, the mileage requested by the local government will be submitted by Maintenance and Operations to the Director of Plans & Programs, Headquarters to be deleted from the State maintenance system.

Revenue sharing is not available for maintenance of foot traffic facilities such as trails and walkways.

**TYPICAL  
ALLOCATION OF LSR & T FUNDS  
FLOW CHART**

---

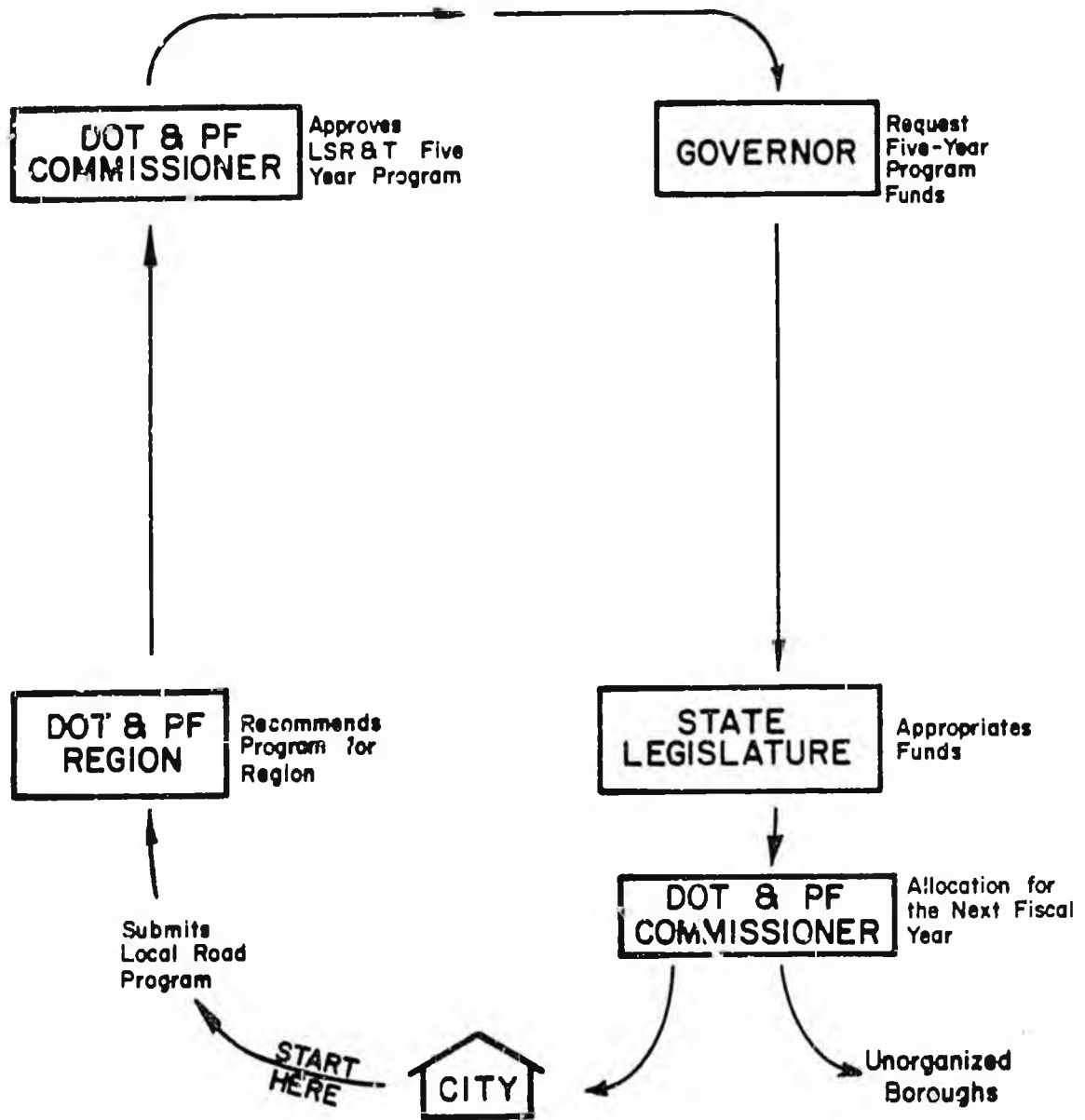


FIGURE 1

SECTION II  
UNORGANIZED BOROUGHES

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# THE UNORGANIZED BOROUGH

## SECTION II

### GUIDELINES FOR LSR&T PROJECTS

#### 1. DEFINITION

Areas of the State which are not within the boundaries of an organized borough, a unified municipality, a home rule city or a first-class city constitute the unorganized borough within the DOT&PF Region. The unorganized borough includes local governing bodies as defined in Section 2-3-A.

#### 2. ALLOCATION OF FUNDS

The allocation formula is clearly defined in the Article 3. Local Service Roads and Trails, Section 19.30.131 of the Alaska Statutes, but a brief description is included herein for explanatory purposes.

The distribution of funds is based on area and population factors. Half the funds are allocated on the basis of area and half on the basis of population. Salt water areas are excluded from allocation areas and the latest Federal Census is used for population figures.

The first stage distribution is made to allocation districts, which correspond to the Department of Transportation and Public Facilities Regional boundaries.

Each allocation district's distribution is then broken down and allocated to the boroughs within that allocation district, each organized borough figuring for a share and all areas outside organized boroughs combining together for a share. The important distinction here is that the "borough" is considered an area within an allocation district.

The third and final breakdown allocates to the local government. If a home rule city or a city of the first class exists within an organized borough, the borough government and the city government share the "borough" (second stage) allocation in proportion to their area/population factors. If no home rule city exists within the organized borough, the entire allocation is to that borough's government. If a home rule city or a city of the first class exists in an unorganized borough, the city's allocation is their area/population proportion of the unorganized borough's allocation.

Distribution of funds to second-class cities, villages or other communities within an unorganized borough are administered by the Department on a project priority basis.

### 3. APPLICANT GUIDELINES

#### A. Five Year Program

Communities within unorganized boroughs are eligible for projects administered by the Department, subject to priority scheduling within the respective allocation districts.

Unorganized borough communities should provide information for improvements in their areas to the Regional LSR&T Manager, who will compile a five year program and establish priorities for the unorganized borough projects within his jurisdiction. When a project is approved, the Department will proceed with development of the project.

A local governing body which does not receive a direct allocation of LSR&T funds through the distribution formula, may be eligible for project funding. The project must be transportation oriented and economically feasible.

A local governing body is the classification of authority in any community consisting of 25 or more people and which is not included in the definition of a local government as defined in AS 19.30.241(3). Second class cities, Homeowner associations, communities organized under federal charter and villages are examples of a local governing body.

NOTICE: If other State or Federal agencies are constructing, or will be constructing a project in your area, LSR&T funds can be used to reimburse these agencies directly for construction of an LSR&T project.

#### B. How to Apply for a Project

Submit a request for a desired project to the LSR&T Manager in your area whose address and phone number is listed below. The LSR&T Manager will inform the community as to the availability of funding and priority status of their proposed project.

Preparation of the agreement requires that the following information be assembled by the community and forwarded to the Regional LSR&T Manager;

1. Resolution.
2. Project Location Map.
3. Statement of Intent.
4. Typical Section of Improvement.
5. Estimated project cost.
6. Sources of funding other than LSR&T.
7. Right of Way status.
8. Gravel Source, if applicable and available

A project to be approved for funding requires a written project agreement prior to implementation of the project.

The Regional LSR&T Manager will provide assistance in the form of advice and consultation in all phases of the project.

The records pertaining to the completed project are subject to review as determined by the Regional Construction Chief.

C. Information

For More Information Contact:

Statewide LSR&T Administrator  
DOT&PF  
State of Alaska  
Pouch Z  
Juneau, Alaska 99811

Central Region, LSR&T Manager: DOT&PF  
5600 "B" St., Suite 101  
Anchorage, AK 99502  
Phone: 561-1148

Northern Region, LSR&T Manager: DOT&PF  
2301 Peger Road,  
Fairbanks, AK 99701  
Phone: 452-1911

Northern Region:  
(Western District), LSR&T Manager: DOT&PF  
P.O. Box 1048  
Nome, Alaska 99762  
Phone: 443-5266

Southeastern Region, LSR&T Manager: DOT&PF  
P.O. Box 3-1000  
Juneau, AK 99802  
Phone: 789-6247

4. PRECONSTRUCTION

A. Initial Review

This phase determines how the project will be constructed.

1. Type of project (road, boardwalk, stairway, etc.).
2. Location (from where to where).
3. Is adequate right of way for the project available? (if so, how wide?).
4. Are electrical, water or sewer lines in the way?
5. Are material sources available?

6. How is work to be performed? (local labor, contract, etc.).
7. Environmental and Permit Issues associated with the project.
8. Acceptable construction methods.
  - a. Department of Transportation & Public Facilities Contract
  - b. Local Government Contract
  - c. State Equipment and LSR&T Employees
  - d. State Equipment and Maintenance & Operations Employees
  - e. State Equipment and Village Employees
  - f. Local Equipment and Employees
  - g. Other State, Federal Agencies and their Contractors

B. Design

Design approval by the Regional Director of Design and Construction for projects in the unorganized borough will be on project by project basis due to the variety of requirements throughout the state. Projects to be maintained by the Department shall meet the criteria of Section V, Alaska Roads & Trails Design.

C. Public Right of Way

1. Acquisition of Right of Way

A project by project determination will be made by the Regional LSR&T Manager regarding the amount of LSR&T funds which may be utilized for right of way acquisition if land or an interest in land is necessary to construct a project.

Costs incurred by the Region Right of Way Section in acquiring right of way will be charged to the project.

2. Roads and Trails

Construction of multi-purpose trails with Local Service Roads and Trails funds is authorized within the transportation corridor of all federal-aid routes.

LSR&T funds are not available for construction of recreational facilities such as rifle range pads, race tracks, or similar proposals that limit the right of entry to the public.

Roads or trails to recreational facilities and parking areas for such facilities are eligible for funding under the program providing there is adequate public right of way, and sufficient funds are available.

3. Certification

Right of way certification will be to the satisfaction of the Department.

D. Preliminary Engineering

1. Design

A project must be designed to stay within an available right of way or permanent easement.

2. Consultants

Use of consultants in the design and construction phases of a project is a cost which can be paid with LSR&T funds. Agreements with a consultant must have an agreed amount for each phase such as design or construction. Preconstruction engineering is limited to 15% of total funds for the project, unless otherwise agreed to by the Department.

E. Structures

Requirements:

1. All stream crossings must be reviewed for Corps of Engineers and U.S. Coast Guard and ADF&G Permit requirements.
2. Design guidelines for local roads and streets (Section V)
3. Average Daily Traffic (ADT) or Daily Hourly Vehicles (DHV) shall be used to determine width of roadway.
4. When utilizing an existing structure at a different location the following data must be reviewed:
  - a) ADT - Roadway width
  - b) Structural capacity for intended use
  - c) Modifications required
5. All major structures require DOT&PF Bridge Design review.
6. Permits may be obtained through the Regional DOT&PF Environmental Coordinator.

F. Materials

1. Payment for royalty, when necessary to construct a LSR&T project, is a legitimate expenditure of funds.
2. Inspection and acceptance of materials must be provided for.
3. It must be determined that adequate materials exist to construct the project.

G. Traffic Safety Responsibilities

Aspects of project safety will be jointly determined by the Regional LSR&T Manager and the local governing body prior to construction.

H. Utilities

Utility move costs are fundable under the LSR&T program and must be considered when necessary to construct a proposed project. If a utility agreement is necessary, early involvement of the regional utility engineer is required.

I. Historical and Archaeological Clearance

Projects scheduled for construction which have not received prior clearance should be submitted directly to:

State Historic Preservation Officer  
Division of Parks  
225 A Cordova Street  
Anchorage, Alaska 99501  
Phone 265-4141

Submittals should include location map, description of work and proposed start date.

Clearance for projects within the unorganized borough may be obtained either directly by the community with a copy to the Regional LSR&T Manager or by the Regional Environmental Coordinator.

Clearance is mandatory prior to advertising or starting work on a project using local labor forces. See Section III, 2F, Periodic Reports.

J. Workman's Compensation & Liability Insurance

Employees of a political subdivision of the State, not covered by a workman's compensation and insurance liability contract are covered under the Statewide contract category. It is not necessary to track the wage and hours of persons working on these projects but Risk Management must be notified of the project when it falls into this category. Risk Management contact is Brad Thompson, phone number 465-2180. Documentation by memorandum is recommended M.S. 0218.

Projects under competitive bidding requires workman's compensation and liability insurance in the contract. It is the responsibility of the local governing body to see that firms contracting work with them submit wage and hour reports to the Department of Labor.

## 5. CONSTRUCTION

### A. Contracts

Contracts for construction of LSR&T projects within the unorganized borough may be prepared as follows:

1. By the Department of Transportation and Public Facilities.
2. By a consultant.
3. Alternate method if approved by the Regional Deputy Commissioner.

Construction contracts funded wholly or partially with LSR&T funds must be approved by the Department prior to advertising. No reimbursement of funds will be made for work performed prior to this approval.

### B. Contract Requirements

Contract requirements will be provided by the Region LSR&T Manager. (Ref. Contracts Section I and II)

### C. Force Account

Force account (in-house) construction projects submitted for approval must include the following:

1. Estimated Costs of Equipment and Labor.
2. Estimated Costs of Materials.

Procedures for bookkeeping, project documentation, reporting and requests for reimbursement will be as agreed to by the local governing body and the Regional LSR&T Manager.

### D. Regional Construction Review

Review of completed project records will be made at the discretion of the Regional Construction Chief.

### E. Safety

Pursuant to Part 1926 of the U.S. Department of Labor OSHA Act, the following basic safety specification shall apply to all LSR&T projects and to the personnel working on them.

Proper safety equipment shall be provided by the employer for the work conditions. It shall be the employee's responsibility to properly use all equipment or devices when appropriate and conditions warrant.

All rental equipment to be used on any LSR&T project shall first be inspected and approved by the Region LSR&T Manager, or his authorized representative. Equipment will not be used on a project until it is in a safe condition.

In matters concerning the safety of a work site or conditions, the project site supervisor shall obtain the Regional LSR&T Manager's permission before proceeding with the work.

Before the start of any work, project personnel shall attend a safety orientation meeting. It is mandatory that safety meetings be held at least once per month. All new or late hires shall be oriented to all existing safety programs and policies and procedures that apply to the project. It is recommended that a basic safety first-aid plan be formulated at the first safety meeting.

Should there be any questions concerning safety by the project representative, contractor or employees, they should contact the Region Safety Officer through the Regional LSR&T Manager.

F. Equal Employment Opportunity (EEO)

Local governing bodies are responsible for submitting EEO information requested by the Regional LSR&T Manager. Contracts shall comply with the provisions of A.S. 36.10.010.

6. PROJECT MAINTENANCE

A. Road Powers

Road construction and maintenance authority for local service roads may be granted to a local governing body if the local governing body has the resources to perform the work. However; the authority granted is limited to participation in the construction and maintenance of local service roads under AS 19.30.111 - 19.30.241.

B. Maintenance Responsibility

The Department will not assume maintenance responsibility for any LSR&T project in which LSR&T construction funding involvement is less than 50%.

Maintenance responsibility of projects will be determined prior to executing a project agreement.

C. Revenue Sharing

Shared revenue is available to all cities and boroughs incorporated under the laws of Alaska. Monies for maintenance via shared revenue are provided through the Department of Community and Regional Affairs.

To seek revenue sharing for roads maintained by the State, the city council or other official must submit a release of maintenance responsibility to the Regional LSR&T Manager for their area. When the request is approved, the mileage requested by the city will be deleted from the State maintenance system.

Revenue sharing is not available for maintenance of foot traffic facilities such as trails and walkways.

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LSR&T ADMINISTRATION

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LSR&T ADMINISTRATION  
SECTION III

GUIDELINES FOR LSR&T PROJECTS

1. PLANNING

A. Programming Guidelines

1. Administration of the planning and construction of projects in the Matanuska-Susitna Borough and the Kenai Borough are made through the Central Region Office, regardless of the limits of their respective borough boundaries. Administration of the planning and construction of projects in the North Slope Borough is made through the Northern Region Office. The administration of construction and maintenance of projects will be performed by the region in which the project is located.
2. Each project (i.e., completed improvement) must provide a usable facility with the expenditure of available funding.
3. Each local service road project submitted for inclusion in the program should indicate the standards of design for the improvement. This information should include the following:
  - a. Design Load for Structures.
  - b. A brief narrative description.
  - c. Type and character of traffic.
  - d. Typical section(s) of the proposed improvement(s), and
  - e. Length of project to the nearest tenth of a mile.
4. The program should show priority scheduling for construction, estimated total project construction costs and utilization of allocated funds.
5. The time limit for expending allocated funds is within five years after the close of the year in which the funds were authorized. Local governments may thus broaden the scope of a project and provide for adequate funding by permitting their allocations to accumulate. Program submissions should note this intention, if applicable.
6. Estimated project construction costs must include all costs, including administration, right-of-way, materials royalty, utility relocation, preliminary design engineering and construction engineering.
7. Any portion of the project construction costs may be funded by the local government. For all projects constructed with participating funding by the local government, the determination

of the responsibility for maintenance will be made on a project by project basis. The Department will not assume maintenance responsibility for any project in which LSR&T construction funding participation is less than 50%.

8. The Department may assist the local government in the acquisition of right-of-way. Costs incurred by the Department will be charged to the project. Use of LSR&T funds for right of way acquisition for projects in the unorganized borough will be determined on a project-by-project basis.
9. Roads presently on the State maintenance system may be improved under the Local Service Roads and Trails Program.
10. The regions will assist the local governments, if requested, in the preparation of the five-year program, and offer guidance for programming projects within the scope of available funding. All local government programs will be assimilated by their respective highway regions.
11. Preliminary engineering considerations for larger projects should include studies of possible alternates.
12. A determination will be made on a project by project basis as to whether the local government will administer the design and construction of the project with reimbursements for costs from available allocated funding, or whether the Department will administer the design and construction of the project.
13. Except for Category I projects, an executed project agreement is required prior to the expenditure of any sums which are to be included in reimbursement for the costs of the road or trail improvements. All project agreements will stipulate maintenance responsibilities for the completed improvement. Category I projects require a transfer of responsibilities agreement.
14. The five-year programs, including the priority scheduling, submitted by each local government should bear a certification of approval by their respective governing body.

B. Region Outline for Annual LSR&T Program

To better formulate the region's annual five-year program, the ensuing guidelines should be followed:

1. Retain an ongoing program of assimilating information regarding possible projects from all local entities throughout the year to eliminate last minute delays.

2. Follow previous program projections insofar as possible and reasonable. If a project previously programmed is dropped, include explanation.
3. Project costs should reflect projected cost increase due to inflation for the year construction is scheduled.
4. Keep the number, size, and type of projects (boardwalks vs. roadwork) within the equipment, manpower, and fiscal capabilities.
5. Schedule projects which compliment other transportation facility construction. (Aviation, Harbors and Highway Design, Construction and Maintenance).
6. Schedule projects which take advantage of contractors mobilized in remote locations.
7. Spread the work as evenly as possible and avoid concentration of work in one area.
8. Provide a logical and logistical sequence of work to make full use of the equipment.
9. Provide timely reaction to local requests.
10. Written approval of the Regional LSR&T Program by the Regional Planning Section is required prior to submitting to the Statewide LSR&T Engineer.
11. Leave room for flexibility.

C. Contacting Local Authorities

Local Governments:

Road needs are requested annually by Region.

Local Governments are notified of their allocation by the Regional Deputy Commissioner.

Unorganized Boroughs:

Road needs are solicited by the Region LSR&T Manager, and coordinated with the Regional Planning Section.

The Region should make periodic verbal and written contact with local governing bodies in the unorganized borough pertaining to their transportation needs. During these contacts, it should be made clear that the services of the Regional LSR&T Manager are at their disposal. For definition of local governing bodies refer to Section 2-3-A.

This action should assure a prompt transmittal for the annual five-year program.

D. Project Coordination

In the initial phase of a bush project request, the Regional LSR&T Manager should inquire, at the village level, if other work is being performed or contemplated by other State or Federal agencies. If none is known, the other agencies should be contacted directly.

Assembling information of mutual concern to the LSR&T Program and other State and Federal agencies should be an obligation of the Regional LSR&T Manager.

Early in the design phase of projects to be maintained by the Department, comments from the Maintenance and Operations Section are necessary to evaluate the scope of work.

E. Annual Report

The annual report of LSR&T activities is prepared each year by the Statewide LSR&T Administrator.

The Regional LSR&T Manager will report on activities for the calendar year and will include any information that will enhance the program, such as special projects, methods of cost savings, training, etc. This information is submitted to the Statewide LSR&T Administrator by October 15th of each year.

## 2. PROCEDURES

A. Project Coding

Project numbers are assigned by the Regional LSR&T Manager.

An example is as follows:

|     |     |     |     |     |                            |
|-----|-----|-----|-----|-----|----------------------------|
| G   | 2   | 70  | 02  | (a) | LSR&T Program              |
| (a) | (b) | (c) | (d) | (b) | Region                     |
|     |     |     |     | (c) | Allocation Area            |
|     |     |     |     | (d) | Project Number in Sequence |

When work is required on projects prior to project approval, charges are to be made to Region reconnaissance for projects in the unorganized borough. For work on local Government projects, charges are to be made to the local government project development account.

B. Road Design

Any LSR&T project that is to be designed by the Department will be submitted by the Regional LSR&T Manager using the following procedures:

1. A request for the design work is to be sent to the Regional Chief Design Engineer.
2. All pertinent information relative to the project, including:
  - a. Project charge numbers.
  - b. Proposed advertising date and amount authorized for design and construction.

All construction contracts to be advertised by the Department shall be reviewed by the Region Design Section.

Design Criteria:

LSR&T projects to be administered under the direct supervision of the Department (design through construction) shall be designed utilizing Section V, Alaska Local Roads and Trails Design Criteria.

C. Maintenance and Operations

LSR&T Projects to be Maintained by the State

All LSR&T construction contracts to be administered by the Department or local government, wholly or partially funded with LSR&T money and maintenance to be performed by the Department, must be coordinated with the Regional Director for Maintenance and Operations early in the design phase.

Immediately following determination that a project will be maintained by the Department, pertinent information regarding the proposed project will be forwarded to the Regional Director for Maintenance & Operations.

The information shall include the project name, location, length and width of surfacing, type of construction and projected beginning and ending dates for construction. Additional information is to be given upon request.

This report is essential in order that a liaison can be established between the local maintenance foreman and the Regional LSR&T Manager and for better planning of maintenance responsibilities.

Final Acceptance:

Final acceptance of projects to be maintained by the Department require concurrence of the Regional Director for Maintenance and Operations or his representative.

Final inspection and completion reports of all LSR&T projects, including Category I projects, shall be submitted to the Statewide LSR&T Administrator.

D. Recreation Facilities

See Section I or II.

E. Reimbursable Service Agreement (RSA)

Intradepartmental RSA Procedures:

Intradepartmental RSA's are those contractual arrangements between divisions where money is appropriated to one division and administered by another within DOT&PF.

Contractual arrangements (RSA's) within the Department involving both capital improvement and operating funds must be approved by the appropriate Deputy Commissioner.

Procedures for handling LSR&T intradepartmental RSA's are as follows:

1. All LSR&T RSA's must be recommended for approval by the Regional Director for Design and Construction.
2. The completed RSA is submitted for approval to the Regional Deputy Commissioner.
3. The completed RSA form and an encumbrance document is submitted to the Director of Financial Management.
4. Financial Management will set up a collocation code in the BRU where the money was appropriated, but assign a different division code. This establishes separate over-expenditure codes in the State Accounting System. The Budget Officer prepares the journal voucher (JV).
5. A JV will be processed reducing the authorization in the original code and setting it up in the new code.

If an amount in the contractual arrangement is to be restricted for any reason, it will be restricted in the account of the servicing division.

6. It will be incumbent on the requesting division to review charges to the project in the same manner as billings are presently reviewed.
7. When the contractual arrangement is between Capitol Improvement Projects (CIP) and operating, where operating does the service, an Adjustment Voucher (AV) is necessary to refund personal services to charge CIP. All other costs (i.e., travel, commodities, rentals) should be charged direct to the CIP authorization (collocation code referenced on the project).
8. When the contractual arrangement is between CIP and CIP funding, no further accounting action is required. The payroll suspense distribution program automatically does the accounting.

Interdepartmental Procedures:

Interdepartmental RSA's are those contractual arrangements between DOT&PF and other departments.

Normal RSA procedures will be followed between other departments of State government and the Department of Transportation and Public Facilities. (Refer to Special Instructions for Revised Program type 7)

F. Periodic Reports

| 1. ANNUAL                          | <u>Date<br/>Required</u> | <u>Transmittal<br/>From</u> | <u>To</u>                         |
|------------------------------------|--------------------------|-----------------------------|-----------------------------------|
| Annual Report                      | Jan 1                    | Statewide LSR&T             | Commissioner                      |
| Project Listing                    | Jan 15                   | Region LSR&T                | Region Maintenance<br>& Planning  |
| Historic Clearance                 | Dec 15                   | Region LSR&T                | Region Environ-<br>mental Section |
| Request for Const.<br>Materials    | Nov 15                   | Region LSR&T                | Region Supply                     |
| LSR&T Program                      | Oct 15                   | Region LSR&T                | Statewide LSR&T                   |
| Annual Program<br>Status           | Oct 15                   | Region LSR&T                | Statewide LSR&T                   |
| Category I<br>Report               | Oct 15                   | Region LSR&T                | Statewide LSR&T                   |
| EEO Report                         | *<br>Oct 15              | Region LSR&T                | Statewide LSR&T                   |
| 2. MONTHLY                         |                          |                             |                                   |
| Project Status (2172)              | 15th                     | Statewide LSR&T             | Region LSR&T                      |
| Project Cost<br>Transaction (1900) | 15th                     | Statewide LSR&T             | Region LSR&T                      |

\* See E.E.O. Report Section IV

### 3. PRECONSTRUCTION

#### A. Reconnaissance - Unorganized Borough

This phase should determine how the project will be constructed; such as by contract, force account or in-house forces. Sufficient information to prepare an agreement should be obtained. A meeting with the local community to inform them on the progress of the project should be a consideration.

Procedure:

1. Select Typical Section
2. Determine method of construction
  - a) Local government contract
  - b) State contract
  - c) State forces (LSR&T or Maintenance)
  - d) Local government equipment and labor
  - e) Local government labor only
  - f) A combination of two or more
3. Standards for structures. (Section V, Alaska Local Roads and Trails Design Criteria)
4. Determine if cost of project is within funds available.
5. Charges to the region reconnaissance project are to be made only to establish the validity of such a project, prior to agreement.

#### B. Project Agreements

Projects submitted for approval should include the following information:

1. Project Agreement
2. Project description of work including typical section, length of project and a map of the location with scale shown.
3. Resolution from Local Entity
4. Funds authorization request

5. Statement of Materials Acquisition

For unorganized borough projects to be constructed by LSR&T equipment, no equipment should be transported to the project site until the following has been secured:

1. Right-of-way certification (Refer to applicable section.)
2. Material source approved and royalty agreement secured.
3. Wage agreement.
4. Wetlands fill and anadromous fish stream permits, if applicable.
5. U.S. Corps of Engineers Structure permit, if applicable.

Construction on any LSR&T project is prohibited until all above requirements are met.

For agreement forms see Section IV.

C. Force Account

PS&E assembly of a force account (in-house) construction project submitted for approval must include the following:

1. Estimated Costs of Construction Engineering
2. Estimated Costs of Equipment and Labor
3. Estimated Costs of Materials
4. Estimated Costs of Closing out Project after Construction is Completed
5. Required permits or assurance that permits will be acquired prior to beginning construction.

D. Public Right-of-Way

Certification of right-of-way by the Department for Local Governments shall be charged to the project. Refer to Sections I and II.

1. Projects maintained by the Department

All projects to be maintained by the Department of Transportation and Public Facilities require sufficient evidence that adequate right of way has been acquired. Necessary information required includes subdivision and townsite survey plats and descriptions as deemed necessary to establish width of right of way available throughout the

project. When right of way has been cleared, the Regional Right of Way Agent will certify in a memorandum that all necessary right of way has been acquired for each parcel and list the type of possession gained for each.

## 2. Projects Maintained By The Local Governing Unit

All projects to be maintained by the local entity require a letter certifying that adequate right of way has been acquired. The width of right of way or permanent easement obtained must be clearly stated in order that adequate right of way to contain the construction slope limits is assured throughout the project. Certification of the right of way is the responsibility of the local entity.

## 3. Acquisition of Right of Way

A local government may request the Department to secure right of way providing that all costs incurred by the Department in connection with the acquisition of land or interest in land, private or public shall be charged to the local government project for which the land or interest in land is acquired.

Costs to locate property corners from paper subdivisions beyond that which is necessary to establish the project alignment is not a reimbursable expenditure.

## E. Preliminary Engineering

### Local Government

1. Maximum reimbursement of preconstruction engineering expenditures is limited to 15% of the total funds for the project, unless otherwise agreed upon.
2. Adequate survey to establish alignment and grade of the project is required. (Does not include locating property corners and ties to Section corners beyond that which is necessary to establish centerline of the project).
3. A project must be designed to stay within available right-of-way or permanent easement as reflected in the typical section.

### LSR&T Forces

1. Utilize survey practice as determined by the Region LSR&T Manager.
2. The survey must be complete enough to estimate construction costs and provide enough information to construct the proposed facility.

## F. Structures

### 1. Design Requirements

- a) For all stream crossings see Regional Environmental Coordinator.
- b) Utilize design guidelines for local roads and streets. (Section V)
- c) Average Daily Traffic (ADT) or Daily Hourly Volume (DHV) to determine width of roadway.
- d) When utilizing an existing structure at a different location the following data must be reviewed:
  - 1) ADT - Roadway widths
  - 2) Structural capacity for intended use
  - 3) Modification required to meet current design criteria
- e) All structures, including Category I projects, require the State Bridge Design Engineer's review.
- f) Permits may be obtained by the local government or through the Regional Environmental Coordinator for DOT&PF.

### 2. Permit Requirements

Contact Regional Environmental Coordinator.

### 3. Bridge Design Assistance

When a project involves a bridge a completed LSR&T form 130 (applicable portions) should be provided along with the following:

Construction schedule.

Amount budgeted for structure.

Number and type of vehicles in community.

Anticipated live load during life of structure.

Recommended structure type.

Materials available (if any).

Equipment available.

Transportation limitations.

Experience of labor for erection (when to be done by local labor).

Site survey, marked aerial photo or sketch drawn.

In case a design is performed, or partly performed by a Region, other agencies or individuals, the Bridge Section will review the work in keeping with the considerations listed above.

G. Materials

Refer to Sections I or II.

H. Traffic Safety

Refer to Sections I or II

I. Utility Relocation

Refer to Sections I or II

J. Historical Clearance

A list of projects scheduled for construction and requiring Historical Clearance shall be sent by the Regional LSR&T Manager to the Regional Environmental Coordinator by December 15th of each year. A copy of the list will also be forwarded to the Statewide LSR&T Administrator.

The list of projects must include the project name, type of construction and a location sketch with scale shown.

When it is determined that an archaeological survey is required on a Department administered project, a project agreement and funds authorization must be submitted to the Regional Environmental Coordinator.

K. Workman's Compensation & Liability Insurance

Employees not covered by a workman's compensation and insurance liability contract are covered under the statewide contract. It is not necessary to track the wage and hours of persons working on these projects. Risk Management must be notified when a project falls in this category. Risk Management contact is Brad Thompson, phone no. 465-2180. Documentation by memorandum is recommended M.S. 0218.

Projects under competitive bidding require workman's compensation and liability insurance in the contract. It is the responsibility of the local governing body to see that firms contracting work with them submit the wage and hour reports to the Department of Labor. The local governing body should be advised of this responsibility.

#### 4. CONSTRUCTION

A. Management

Management of a project will be determined by how the project is to be constructed. Contract or force account projects will require a full-time project engineer/inspector. If constructed by in-house

forces, a local individual may be appointed project foreman and will be under the supervision of the Regional LSR&T Manager or roving foreman.

B. Construction Engineering

The construction engineering and survey must be sufficient to provide for the construction of the proposed facility as planned.

C. Construction Procedures (Project Engineers)

Projects are administered by three distinctly different contractual methods; by construction contract, by village labor and Department equipment and by a reimbursable service agreement with another agency. Sometimes in order to accomplish a goal, LSR&T funds are coupled with federal funds, special legislative allocations, or local participating funds.

METHOD A (by contract):

When LSR&T projects are under contract by the Department, a Project Engineer is assigned and the LSR&T Manager serves as Assistant Construction Engineer. Some of the instructions given to the Project Engineer include:

1. Type of funding and funds available for project including engineering.
2. Coding on stock requests and time sheets.
3. Materials summary requirements.
4. Approvals for change orders, etc.
5. Records required. (Construction Manual)

Administration of the contract shall be within the guidelines of the Construction Manual.

METHOD B (with local labor and State equipment):

A project agreement shall have been entered into between the Department and the local governing body. The agreement will state that the local governing body will hire laborers at a stipulated rate to work under the direct supervision of the Project Engineer. The Project Engineer's record book should contain the following:

1. DAILY EXPENDITURE ACCOUNT: This form will record the daily cumulative costs of the project. It will give a figure to enter on the first day's sheet for the "Total Cost Brought

Forward" line near the bottom of this form. Subsequent daily entries will be made and submitted weekly to the Region LSR&T office.

2. WEEKLY LABOR EXPENDITURE ACCOUNT: This form serves a dual purpose. Entries shall be made daily and totalled weekly. The daily totals are entered on the "Daily Report of Contract Costs" and the completed form is the backup for payment to the local governing body for labor.
3. PAYMENT FORM: This is the form that is used to make periodic payments to the local governing body for labor. Complete and transmit this document to the Region LSR&T Manager with the "Daily Labor Expenditure Account" for backup.
4. EEO REPORT: See Section IV.

A complete Project Diary should also be kept in a suitable bound book.

D. Instructions to Local Foreman:

The following project management requirements must be conveyed to the local foreman to ensure that proper communication is established:

1. Limits of Authority.
2. Describe what is to be constructed and ask for suggestions on how this can be accomplished.
3. Discuss the priorities and sequence of construction.
4. Emphasize safety and the necessity to hold regular safety meetings.
5. Emphasize preventive maintenance for equipment.
6. Establish a routine for servicing equipment at regular intervals.
7. Emphasize the requirement of keeping daily load count of material hauled.
8. Emphasize submitting time sheets in a timely manner.

As an aid in filling out the remarks column on the daily expenditure account sheet, below is a list of the minimal information required:

Contractors Work Schedule

1. Shifts/day
2. Hours/shift
3. Days/week

Culverts

1. Placement (Location)
2. Length

Travel

1. Departure
2. Destination

Construction Status

1. % completed this day
2. % completed to date

Borrow

1. Placement (Location Station to Station)
2. Quantity (Yd3)

Equipment Being Used

1. Type (identify)
2. Approximate number of hours each piece of equipment is being used.

METHOD C (With Reimbursable Service Agreement)

Exchange of services with other agencies, firms, etc. is considered an economical action to take. Documentation by agreement, diary, etc. is essential.

E. Project Budget

Each project is budgeted (estimated) to include design, construction and administration.

It is the Regional LSR&T Manager's responsibility to submit the best cost estimate with available information.

Reimbursement to a local government exceeding the authorized project amount requires prior approval of the local government authority (usually the assembly).

F. Equipment Condition

The equipment fleet should be maintained in a professional manner emphasizing preventive maintenance. When the cost of operation of a piece of equipment appears excessive, an analysis should be made to determine its value to the fleet. Refer to Section III-6-E Disposal of LSR&T equipment procedures.

G. Transportation

Evaluate moving costs of construction equipment.

1. Air
2. Barge
3. Truck

H. Safety

Pursuant to Part 1926 of the U.S. Department of Labor OSHA Act, the following basic safety specification shall apply to all LSR&T projects and to the personnel working on them.

Proper safety equipment shall be provided by the employer for the work conditions. It shall be the employee's responsibility to properly use all equipment or devices when appropriate and conditions warrant.

All rental equipment to be used on any LSR&T project shall first be inspected and approved by the Regional LSR&T Manager, or his authorized representative. Equipment will not be used on a project until it is in a safe condition.

In matters concerning the safety of a work site or conditions, the project site supervisor shall obtain the Regional LSR&T Manager's permission before proceeding with the work.

Before the start of any work, project personnel shall attend a safety orientation meeting. It is mandatory that safety meetings be held at least one per month and report on DH-188. All new or late hires shall be oriented to all existing safety programs and policies and procedures that apply to the project. It is recommended that a basic safety/first-aid plan be formulated at the first safety meeting.

Should there be any questions concerning safety by the project representative, contractor or employees, they may contact the Region Safety Officer through the Regional LSR&T Manager.

All State contracts shall adhere to the safety rules and procedures outlined in the Construction Manual.

All personal injuries on the job shall be reported on form ADL 210 Workman's Compensation form, within twenty four hours.

All accidents on the job involving personal injury or property damage exceeding \$500 require an accident report to be filed.

I. Supply

Purchases:

Purchasing authority is delegated by Policy and Procedure No. 24-1000. The Regional LSR&T Manager must obtain specific instructions of their purchasing authority from the Region Supply Officer.

Regions request for culverts and boardwalk material must be submitted by February first of each year for bidding purposes. The request should include the following information:

Linear feet and dimensions required.  
Delivery date and site required.  
Local contact for delivery.

All requests for 500 account equipment items require prior approval from the Regional Deputy Commissioner.

Purchases exceeding \$2,500 require administrative approval. (Contact Regional Supply Officer)

Delivery:

It is the responsibility of the Regional LSR&T Manager to monitor the delivery of goods.

When delivery is made to final destination, the shipment shall be earmarked to be easily identifiable as LSR&T materials. If this was not done by the shipper, the LSR&T representative must do so upon arrival.

Bills:

Freight bills are to be paid upon receipt of billing. All other bills are to be paid upon receipt of the merchandise. If merchandise has been purchased through the Department of Administration, freight bills are paid by the Headquarter's Supply Section.

Bid Waivers:

Planning ahead should eliminate the need for bid waivers.

J. Bookkeeping

LSR&T Project Construction by LSR&T Forces:

1. A system must be maintained to insure an audit trail.
2. To eliminate time-consuming review costs, the following procedure is recommended:
  - a) Attach invoices to disbursements
  - b) Show documentation for all materials
  - c) Checks paid out with wage agreements attached
  - d) Signed employment cards for each employee listed (unless they are employees of DOT&PF).
  - e) On LSR&T administered projects, Chapter VIII of the DOT&PF Construction Manual may be used for routine record keeping practices.

DOT&PF CONTRACT LSR&T Projects:

When projects are being constructed by State contract, including force account, the Construction Manual will be followed for record keeping.

When projects are constructed with inhouse forces a bookkeeping system must be set up and kept current of all costs charged to the project to provide an accumulative total of all expenditures.

K. Inspection

Local Government and LSR&T administered projects require minimum periodic inspections:

- 1) during reconnaissance
- 2) during construction
- 3) when construction is completed

Periodic inspections and other engineering services performed by the Department for local government projects are to be charged to the appropriate local government project development account.

When engineering services other than periodic inspections are specifically requested in writing by the local government, costs shall be charged to the local government project.

L. Completion Report

LSR&T completion reports should include the following:

- 1) Location Map with Scale
- 2) Type of Facility
- 3) Length and Width of Facility
- 4) Final Inspection Report
- 5) Report of Deficiencies Rectified
- 6) Acceptance for Maintenance
- 7) Project History

M. Regional Construction Review

Other than Category I projects, all projects with funds in excess of \$500,000, including other sources, require a field review during the construction phase.

Unless otherwise notified by the Statewide LSR&T Administrator or the Regional Construction Chief, LSR&T projects will generally be confined to a final review. Review activity will be coordinated with the Regional Review Engineer by the Regional LSR&T Manager.

N. Annual Status Report

The Annual Status Report reflecting the activities of all projects including closed-out projects is to be submitted to Statewide LSR&T by October 15. This report should reflect the project status through September 30.

O. Finance

Disbursements:

Activity Code 490 is to be used for Construction expenditures only. Other activity codes are to be used as required. (design, p.e., etc.)

Joint Bank Account:

A joint bank account may be established by agreement for purchase of material and payroll purposes. A clause to the effect that the account may be closed by the Departmental signatory at any time must be included.

After the agreement is approved, or at the time the agreement is submitted for approval, an advance may be requested and the account paid. Two reliable village employees, preferably the bookkeeper and foreman should be village signers, one of whom must sign with a Departmental signer in order for the check to be valid.

If you have a State inspector or Project Engineer on site, they can cosign and verify the checks against the daily and weekly reports, prior to issuing the checks on the site.

if a Departmental cosigner is not on the site, the checks can be mailed in with the reports, material billings, etc., for verification and signing of the checks. Income tax and other deductions may be made prior to issuing the checks, or the employees can sign the wage deduction LSR&T Form No. 80.

Upon receipt of cancelled checks and bank statements (mailed to the Regional LSR&T Manager) the appropriate checks, or copies, should be attached to the weekly reports and material billings or invoices for ease of review.

#### Advanced Payment:

In the event a community has no money on which it can draw for procurements of material or payment of wages, it may be advantageous to advance the community the funds to initiate a project.

#### P. Monthly Status Report

Project Status Report No. R01-14R-2172 and Project Cost Transaction Register No. R01-14R-1900 are computer reports of project activity sent to the Region each month by the Statewide LSR&T Engineer.

### 5. CONTRACTS

#### A. Local Government

##### 1. Consultant Engineering

Consultant agreements must have an upper dollar limit for each phase, such as (1) design and (2) construction inspection. Any amount above this limit requires further approval by the local government. Preconstruction engineering is limited to 15% of total project funds.

Consultant agreements with local governments and subsequent changes to the agreements do not require approval by the Department unless specifically noted in the project agreement. The local government is solely responsible for the execution and control of consultant agreements. (Refer to the project agreement for maximum reimbursement and special constraints.)

2. Construction

All construction contracts, other than Category I, funded wholly or partially with LSR&T funds must be approved by the Regional Deputy Commissioner. No reimbursement of funds will be made for work performed prior to this approval, unless agreed to in writing.

Any anticipated changes which reflect a cost amount exceeding 10% of the total contract, except Category I, should be approved by the Department prior to execution. All changes to the contract must accompany the reimbursement request.

In the performance of contracts let by the local government for the design or construction of LSR&T projects, local residents should be employed where they are available and qualified. (AS 36.10.010)

3. Funds

Projects submitted for funding approval must have the following information:

1. Project Agreement
2. Resolution from Local Entity
3. Project Location Map (3 copies)
4. Statement of Intent
5. Typical Roadway Cross Section
6. Right of Way Certification
7. Historical Clearance
8. Statement of Materials Acquisition
9. Estimated Project Cost
10. Other funding sources and amount

Fund authorization requires the approval of the Regional Deputy Commissioner.

4. Advertising

The plan assembly submitted by a local government for approval to advertise should include the following:

1. Plans
2. Contract Documents required (may vary providing results are conformable):
  - a. Table of Contents
  - b. Notice to Bidders
  - c. Information to Bidders
  - d. Invitation for Bids
  - e. Contractor's Questionnaire

- f. Proposal
  - g. Corporate Acknowledgement
  - h. Contract Bond (Payment)
  - i. Contract Bond (Performance)
  - j. Resident Agent's Affidavit
  - k. Non-Collusion Affidavit
  - l. Bid Schedule
  - m. Contract
  - n. Certification with Regard to the Performance of Previous Contracts or Subcontracts subject to the Equal Opportunity Clause and the filing of required reports.
  - o. Special Provisions including specific Equal Employment Opportunity Responsibilities for all non-exempt State and State-assisted Construction Contracts awarded in the State of Alaska.
  - p. Notice of Workmen's Compensation and Liability Insurance
  - q. Current Alaska Minimum Wage Rates
  - r. Bond is not required for projects of \$100,000 or less; legal bonding required is 50% payment and 50% performance.
- 3. Engineer's Cost Estimate
  - 4. Department of Fish and Game Permit, if applicable
  - 5. Coast Guard or Corps of Engineers Permit, if applicable
  - 6. Permits, as applicable
  - 7. Assurance that a Bid Bond will be required
  - 8. Archaeological Clearance, if not previously submitted
  - 9. Utility Agreement, if applicable
  - 10. Airport Clearance, if applicable (Ref. Section I-4-G)
  - 11. Coastal consistency determination, if applicable.
  - 12. Adequate funding to justify project.

Advertising of the contract requires the prior approval of the Regional Deputy Commissioner.

5. Award

Review of the contract documents should reflect the following:

- 1. Bid tabulation of all bidders
- 2. Recommendation by the local government for award

Award of contract requires concurrence of the Regional Deputy Commissioner.

6. Authority to Proceed

Authority to Proceed will be issued by the Regional Director for Design and Construction upon approval of award, and evidence of proper licensing and bonding.

B. Department of Transportation and Public Facilities

1. Construction

- a) When the plan assembly does not include a bid item for engineering/surveying by the contractor, sufficient reasons for omitting must accompany the request to advertise.
- b) All construction contracts require the approval of the Regional Deputy Commissioner.

2. Negotiations Prior to Bid Award

When an LSR&T construction contract is being advertised for bid, negotiations with the contractor prior to award is prohibited.

Negotiations with a contractor by a Department employee is cause for dismissal.

3. Informal Proposals

The following criteria are necessary to request an informal proposal for equipment rental or construction projects funded wholly or partially with Local Service Roads and Trails funds:

1. For projects estimated to cost less than \$100,000, informal proposal procedures may be utilized.
2. Projects exceeding \$100,000 require bonding.
3. Legal bonding required for a contract is bonding of 50% payment and 50% performance.
4. Scope of work.
5. Sources of funding.
6. Contractor's license or ATC permit required. (May be waived under extreme conditions.)
7. Approval by Regional Deputy Commissioner.
8. Authority to Proceed will be issued by the Regional Director for Design and Construction.

4. Disbursements

The use of retainage will be restricted to those projects where satisfactory progress is not maintained and to those projects which consist primarily of lump sum pay items.

## 6. EQUIPMENT

### A. LSR&T Construction Equipment Purchase

To insure the LSR&T construction fleet remains operational, new or used equipment may be purchased to replace existing equipment.

The request for funds to purchase equipment must be accompanied with adequate proof as to necessity, intended use and cost savings. Each request will be judged on its own merit.

Equipment purchases to expand the existing LSR&T equipment fleet will not be approved except where a cost savings to purchase rather than rent is justified.

General: Competition with private enterprise should be of major consideration. In areas where contractors are available, use of State equipment and local hire should be compared economically with the contract alternative. In all cases, the community's concerns should be considered. The method of construction should reflect sound judgement.

### B. Equipment Rental

#### 1. Private Source or Local Community Equipment

Before approving an equipment rental contract, the equipment to be used should be examined by the Region LSR&T Manager or his representative (knowledgeable of machinery) as to its operational capabilities. The equipment must meet state safety standards.

#### 2. If a local government proposes to lease or lease/purchase equipment, it must be demonstrated that this is a viable option to renting the equipment.

For equipment rental agreements see Section IV.

#### 3. State Equipment Fleet

The State Equipment Fleet should only be utilized when economics dictate.

When utilizing wet rental state equipment it is necessary that charges are properly accounted for: Fuel and some repairs are chargeable directly to the equipment. For repairs chargeable directly to the equipment refer to the State Equipment Fleet policy No. 29-0503.

C. Operation

Proper training of operators before they operate the piece of equipment is essential. Safety of the operator and bystanders must be considered the main factor during this orientation.

D. Repair and Maintenance

Prior to beginning work on a project, instructions should be provided on preventative maintenance procedures and a system for recording the daily equipment usage and a time frame for servicing equipment should be established.

E. Disposal of LSR&T Equipment

I. When the cost to make a unit of equipment operational exceeds its value to the fleet, the Regional LSR&T Manager should submit an excess report and replacement request to the Deputy Commissioner.

II. All requests to purchase excess LSR&T equipment must be submitted to the Deputy Commissioner. To obtain approval of a negotiated sale the offer must be in writing and attached to the excess report. The Deputy Commissioner is the approving officer for the disposal of LSR&T equipment.

III. Evaluation to determine cost of operation:

1. Evaluate

- a) down time
- b) parts and labor
- c) availability of parts

2. Reasons

- a) too old
- b) lemon

3. Determine action

- a) keep the equipment on line
- b) replace it
- c) dispose of it

F. Inventory In-house Operation

A record should be kept of all equipment assigned to LSR&T and should include the type, model, location, condition and accumulated

maintenance costs. An annual inventory report stating condition, appropriate annual costs, downtime and present location should be kept.

## 7. PERSONNEL

### A. State Employees

#### LSR&T Assignments:

##### Program Administrator

Charles D. Karella - Statewide LSR&T  
Pouch Z Administrator  
Juneau, Alaska 99811  
Phone: 465-4070

##### Central Region I

Robert L. Haneline - Region LSR&T Manager  
5600 "B" St., Suite 101  
Anchorage, Alaska 99502 - Phone: 561-1148

##### Northern Region II

Donovan S. Ronken - Region LSR&T Manager  
2301 Peger Road  
Fairbanks, Alaska 99701  
Phone: 452-1911

##### Northern Region, Western District

Jeff Chandler - Region LSR&T Manager  
P.O. Box 1048  
Nome, Alaska 99762  
Phone: 443-5266

##### Southeastern Region III

Ole Bartness - Region LSR&T Manager  
P.O. Box 3-1000  
Juneau, Alaska 99811  
Phone: 789-6247

### B. Village Employees

Local Hire - Local residents receive priority hire.

Local Control - As stipulated in project agreement.

State Control - When the Department administers the project, the control of the project is by the Department utilizing an initial hire list from the village.

C. Local Government Employees

The local government has control of the local government employees.

D. Training of Local Community Residents

State Employee Local 71 Status.

If a Region elects to utilize Local 71 Status for local hire, the following pay schedules will be in effect in training programs and hiring policies

Laborers will be hired at a WG 58, the normal pay schedule. Much of our work for them is in land clearing (axe work), and they need no training there, other training necessary is minimal. All operators, that is, truck drivers, loader operators, and dozer operators, will start at the WG 57, Step A. At the end of two (2) pay periods they will go to WG 54. At that point the truck drivers will receive no more increases, they will be considered trained. Four pay periods after the loader or dozer operators receive their WG 54 pay, those operators will move to a WG 53.

In the event this schedule goes into two (2) seasons, all the time in the previous season will count toward grade increase upon returning to work the succeeding season.

The employees shall be hired and remain in permanent seasonal status. An agreement to this effect between the employee and the supervisor must be obtained at the time of hire.

Community Employee

Construction projects in communities utilizing locally hired crews are often plagued with high rates of absenteeism. In an effort to induce crew members to show up regularly, the following example training scale is established, subject to certain stipulations noted below, for drivers and operators hired without previous experience:

|        |                  |             |
|--------|------------------|-------------|
| Step 1 | First two weeks  | *\$ 6.00/hr |
| Step 2 | Second two weeks | *\$ 8.00/hr |
| Step 3 | Third two weeks  | *\$10.00/hr |
| Step 4 | After six weeks  | *\$11.00/hr |

\*or wage agreed to by the local community and the Department.

The principal stipulation is as follows: An employee must be at work punctually and every day of a continuous two week period to be

eligible for a raise to the next step in the scale. In the event that he is not regularly punctual or misses a portion of a day in any week, he forfeits the opportunity to apply that week towards fulfillment of the two week requirement.

Operators and drivers hired with previous experience may be started at a higher step depending on qualifications. Operators and drivers who are current union A card holders are paid prevailing union, provided they are never absent without cause. Mechanics, clerks and secretaries wages are commensurate with experience or union background.

The crew should be advised that absenteeism could be cause for applying the scale in reverse after an employee has reached steps 3 and 4.

## 8. PROJECT MAINTENANCE

### A. Maintenance Responsibility

The Department shall maintain, or cause to be maintained, any project constructed by the department under the provision of AS 19.30.11 - 19.30.241, except that upon mutual agreement of the Commissioner and the local government the responsibility for maintenance may be transferred to the local government.

The Department will not assume maintenance responsibilities for any project in which LSR&T construction funding involvement is less than 50%.

Road construction and maintenance authority is granted to local governments, as defined in AS 19.30.241(3), which do not otherwise have that authority; however, the authority granted is limited to participation in the construction and maintenance of local service roads under AS 19.30.111 - 19.30.241.

Home rule cities and home rule municipalities shall maintain, or cause to be maintained, LSR&T funded projects.

Upon application by a local government, local service roads and trails constructed under the provisions of AS 19.30.11 - 19.30.241 and located within the jurisdictional boundaries of a local government, as defined in AS 19.30.241(3), may be transferred to that local government.

B. Revenue Sharing

Revenue sharing is available to all cities and boroughs incorporated under the laws of Alaska.

For a local government to seek revenue sharing for road maintained by the State, the appropriate official must submit a release of maintenance responsibility to the Regional LSR&T Manager for roads constructed with LSR&T funds.

This document is to be sent with all supporting information to the Regional Director of Maintenance and Operations. When the request is approved, the mileage requested by the local government will be submitted by the Regional Director of Maintenance and Operations to the Director of Plans & Programs, Headquarters to be removed from the State Maintenance System.

## SECTION IV

### 1. REQUIRED LSR&T FORMS

| <u>DESCRIPTION</u>                                      | <u>FORM<br/>NO.</u> | <u>PAGE</u> |
|---|---------------------|-------------|
| Agreement - Local Government - Design & Construction    | 10                  | 4-2         |
| Agreement - Local Government - Location & Design        | 20                  | 4-6         |
| Agreement - Local Government - Grant                    | 30                  | 4-8         |
| Agreement - Local Governing Body - Local Hire           | 40                  | 4-12        |
| Agreement - Local Governing Body - Contract/Force Acct. | 50                  | 4-16        |
| Agreement - Local Governing Body - Trail Staking "A"    | 60                  | 4-20        |
| Agreement - Local Governing Body - Trail Staking "B"    | 70                  | 4-22        |
| Agreement - Employee Wage Deductions                    | 80                  | 4-24        |
| Agreement - DOT&PF - Contract/Force Account             | 90                  | 4-26        |
| Resolution - Local Government                           | 100                 | 4-28        |
| Resolution - Local Governing Body                       | 110                 | 4-30        |
| Funds Authorization                                     | 120                 | 4-32        |
| Funding Request for PDA <sup>(1)</sup>                  | 130                 | 4-34        |
| Bridge Site Survey                                      | 140                 | 4-36        |
| Project Certification                                   | 150                 | 4-38        |

(1) Alternate for FORM 120

NOTE: Forms may be modified to reflect specific necessary changes.

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Region \_\_\_\_\_  
 Allocation District \_\_\_\_\_  
 Project No. \_\_\_\_\_  
 Project Name \_\_\_\_\_  
 Local Government \_\_\_\_\_  
 Mailing Address \_\_\_\_\_  
 Business Address \_\_\_\_\_  
 Phone \_\_\_\_\_

CONSTRUCTION  
 PROJECT AGREEMENT  
 LOCAL SERVICE ROADS AND TRAILS  
 LOCAL GOVERNMENT

PROJECT:

Under the provisions of AS 19.30.111 et. seq. this project agreement is entered into on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, by and between the State of Alaska, Department of Transportation and Public Facilities (hereinafter the Department), and \_\_\_\_\_, (hereinafter the Local Government) for the purpose of constructing the following described project:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

A. OBLIGATIONS OF THE LOCAL GOVERNMENT

To further accomplish the construction of the project, it is agreed that the Local Government shall:

1. construct the above-described project, which is more fully described by Appendixes "A" and "B" attached hereto and made a part hereof, consisting of a location plat (Appendix "A") and a typical cross-section (Appendix "B");
2. provide all funds necessary to construct the project;
3. acquire and certify to the satisfaction of the Department that all necessary right-of-way, easements, permits and utility agreements have been obtained prior to commencement of construction;
4. construct the project either by (a)  awarding a contract for construction of the project to the lowest responsible bidder

Project No. \_\_\_\_\_  
 Project Name \_\_\_\_\_

through the competitive bidding process, or (b)  through the use of Local Government equipment and employees, or (c)  an alternate method is approved by the Regional Deputy Commissioner. (Indicate the method to be used by checking (a), (b) or (c)).

5. execute a written contract with a contractor for the project if a contract is awarded;
6. maintain accurate, daily written records of all costs for which reimbursement is requested, which records shall be made available for inspection by the Department upon request, and preserve such records for a period of three years following final acceptance of this project by the Department or termination of this agreement, after which they may be destroyed except for the project history, project engineer's diary, photos and the correspondence folder;
7. promptly pay in full all legitimate claims for services or material provided for construction of this project and hold the Department harmless from any claims or costs arising from the Local Government's failure or refusal to pay claims.
8. indemnify, defend and hold harmless the Department from all liability, claims and demands arising from the work undertaken by the Local Government, its employees, agents or representatives.

B. OBLIGATIONS OF THE DEPARTMENT

1. The maximum Local Service Roads & Trails funds obligated for this project is \$ \_\_\_\_\_. Additional funds may be allocated at the discretion of the Department.
2. If the Local Government has fulfilled its obligations, the Department shall reimburse the Local Government for the cost of materials and labor used in construction of the project.
3. The Department further agrees to provide assistance upon request of the Local Government in the form of advice and consultation for all phases of the project. However, management of the project is the full responsibility of the Local Government.

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

C. FURTHER CONDITIONS

1. Maximum reimbursement for preconstruction engineering is limited to 15% of the total funds for this project.
2. Expenses incurred by the Local Government prior to the date of execution of this agreement will not be reimbursed by the Department.
3. The Department will not be obligated to reimburse the Local Government for costs which cannot be adequately verified as a necessary cost of construction.
4. Prior written Departmental approval of the following is required:

CONTRACT CONSTRUCTION

- a. Plans, specifications and estimate prior to advertising.
- b. Award of the construction contract.
- c. Any single anticipated change which reflects a cost amount exceeding 10% of the total contract must be approved by the Department prior to execution.

CONSTRUCTION BY THE LOCAL GOVERNMENT

- a. Estimated costs, including engineering, equipment, labor and closing costs after construction is complete.
  - b. Plans or typical section of improvement.
5. The Department has the right to make periodic inspections during the course of work, and a final inspection upon completion of construction, for the purpose of certifying that the funds expended by the Local Government on this project qualify for reimbursement under this agreement.
  6. When the construction of this project has been completed and duly accepted, the responsibility for maintaining the facility shall be borne by the \_\_\_\_\_.

The Department will not assume maintenance responsibility unless LSR&T construction funding involvement is greater than 50%.

If the Local Government is to bear the maintenance responsibility, the Local Government agrees to indemnify, defend and hold harmless the Department and the State of Alaska from any and all claims arising in connection with or related to the

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

maintenance function. If the Department agrees to perform the maintenance, the Department reserves the right to issue utility, driveway and encroachment permits.

- 7. This agreement may not be modified except by written agreement between the Deputy Commissioner of the Department and an authorized agent of the Local Government.
- 8. The parties to this agreement shall obey all federal, state, and local laws and regulations.
- 9. This supersedes any and all other agreements expressed or implied between the Department and the Local Government with respect to this project, and this agreement contains the entire agreement between said parties.

To witness this agreement, the Department and the Local Government have affixed hereto the signatures of the Deputy Commissioner of the Department and \_\_\_\_\_, the duly authorized signatory for said Local Government.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
(Name of Local Government)

LOCAL GOVERNMENT:

DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

BY \_\_\_\_\_  
Attach the completed resolution,  
(attached) approved by the Local  
Government

RECOMMENDED FOR APPROVAL:

ATTEST:

\_\_\_\_\_  
Director, Design & Construction      Date

APPROVED AND EXECUTED BY:

\_\_\_\_\_

\_\_\_\_\_  
Deputy Commissioner      Date

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Region \_\_\_\_\_  
 Allocation District \_\_\_\_\_  
 Project No. \_\_\_\_\_  
 Project Name \_\_\_\_\_  
 Local Government \_\_\_\_\_  
 Mailing Address \_\_\_\_\_  
 Business Address \_\_\_\_\_  
 Phone \_\_\_\_\_

LOCATION AND DESIGN  
 PROJECT AGREEMENT  
 LOCAL SERVICE ROADS AND TRAILS  
 LOCAL GOVERNMENT

PROJECT:

Under the provisions of AS 19.30.111 et. seq. this project agreement is entered into on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, by and between the State of Alaska, Department of Transportation and Public Facilities (hereinafter the Department), and \_\_\_\_\_, (hereinafter the Local Government) for the purpose of location and design of the following described project:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

A. OBLIGATIONS OF THE LOCAL GOVERNMENT

To further accomplish the design of the project, it is agreed that the Local Government shall:

1. design the above-described project within the guidelines of the LSR&T Handbook dated 1984.
2. provide all funds necessary to design the project;
3. execute a written agreement with a consultant for the project if a consultant is to be retained;
4. indemnify, defend and hold harmless the Department from all liability, claims and demands arising from the work undertaken by the Local Government, its employees, agents or representatives.
5. Maintain accurate, daily written records of all costs for which reimbursement is requested, which records shall be made available for inspection by the Department upon request, and preserve such records for a period of three years following final acceptance of this project by the Department or termination of this agreement, after which they may be destroyed except for the project history, project engineer's diary, photos and the correspondence folder;

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

B. OBLIGATIONS OF THE DEPARTMENT

1. The maximum Local Service Roads & Trails funds allocated for this project is \$\_\_\_\_\_.
2. If the Local Government has fulfilled its obligations, the Department shall reimburse the Local Government for the cost of location and design of the project.

C. FURTHER CONDITIONS

1. Local Service Roads and Trails funds are obligated for design of this project in an amount as shown on the attached funds authorization, which is made a part of this agreement.
2. Expenses incurred by the Local Government prior to the date of execution of this agreement will not be reimbursed by the Department.
3. The Department will not be obligated to reimburse the Local Government for costs which cannot be adequately verified as a necessary cost for design of the project.

To witness this agreement, the Department and the Local Government have affixed hereto the signatures of the Deputy Commissioner of the Department and \_\_\_\_\_, the duly authorized signatory for said Local Government.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
(Name of Local Government)

LOCAL GOVERNMENT

DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

BY \_\_\_\_\_  
Attach the completed resolution,  
(attached) approved by the Local  
Government.

RECOMMENDED FOR APPROVAL:

ATTEST:

\_\_\_\_\_  
Director, Design & Construction      Date

APPROVED AND EXECUTED BY:

\_\_\_\_\_

\_\_\_\_\_  
Deputy Commissioner      Date

Region \_\_\_\_\_  
 Allocation District \_\_\_\_\_  
 Project No. \_\_\_\_\_  
 Project Name \_\_\_\_\_  
 Local Government \_\_\_\_\_  
 Mailing Address \_\_\_\_\_  
 Business Address \_\_\_\_\_  
 Phone \_\_\_\_\_

Transfer of Responsibilities Agreement  
 Local Service Roads and Trails  
 Local Government

PROJECT:

Under the provisions of AS 19.30.111 et. seq. this project agreement is entered into on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, by and between the State of Alaska, Department of Transportation and Public Facilities (hereinafter the Department), and \_\_\_\_\_, (hereinafter the Local Government) for the purpose of constructing the following described project:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

A. OBLIGATIONS OF THE LOCAL GOVERNMENT

To further accomplish the construction of the project, it is agreed that the Local Government shall:

1. Assume all responsibility relating to the planning, construction and maintenance of the project as described;
2. Construct the above described project, which is more fully described by Appendixes "A" and "B" attached hereto and made a part hereof, consisting of a location plat (Appendix "A") and a typical cross-section (Appendix "B");
3. Acquire and certify that all necessary right-of-way, easements permits and utility agreements have been obtained prior to commencement of construction;
4. Award a contract for construction to the lowest responsible bidder through the competitive bidding process;
5. Submit a report to the commissioner no later than October 1, of each year showing the use of the funds during the preceding 12 months.

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

6. Maintain accurate, daily written records of all costs, which records shall be made available for inspection by the Department upon written notice. Preserve such records for a period of three years following final acceptance of this project by the Local Government or until all claims are satisfied.
7. Promptly pay in full all legitimate claims for services or materials provided for construction of this project and hold the Department harmless from any claims or costs arising from the Local Government's failure or refusal to pay claims.
8. Indemnify, defend and hold harmless the Department from all liability, claims and demands arising from the work undertaken by the Local Government, its employees, agents or representatives.

B. OBLIGATIONS OF THE DEPARTMENT

The Department shall:

1. Transfer funds to the Local Government in the amount equal to preconstruction costs, contract award and construction engineering at the time of award. Preconstruction costs are limited to 15% of the contract amount;
2. Not authorize funds which exceed the unallocated balance of the Local Governments LSR&T funds.

C. FURTHER CONDITIONS

1. The Local Government will coordinate all regulatory agency reviews and obtain all necessary written approvals from all regulatory agencies;
2. The parties to this agreement shall obey all federal, state, and local laws and regulations;
3. The Local Government shall notify the Department one week in advance of holding the final project inspection;
4. This agreement may not be modified except by written agreement between the Deputy Commissioner of the Department and an authorized agent of the Local Government;
5. This supersedes any and all other agreements expressed or implied between the Department and the Local Government with respect to this project, and this agreement contains the entire agreement between said parties.

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

To witness this agreement, the Department and the Local Government have affixed hereto the signatures of the Deputy Commissioner of the Department and \_\_\_\_\_, the duly authorized signatory for said Local Government.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

\_\_\_\_\_  
(Name of Local Government)

LOCAL GOVERNMENT

DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

BY \_\_\_\_\_  
Attach the completed resolution,  
(attached) and approved by the Local  
Government

RECOMMEND FOR APPROVAL:

ATTEST:

\_\_\_\_\_  
Director, Design & Construction      Date

APPROVED AND EXECUTED BY:

\_\_\_\_\_

\_\_\_\_\_  
Deputy Commissioner      Date

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Region \_\_\_\_\_  
 Allocation District \_\_\_\_\_  
 Project Number \_\_\_\_\_  
 Project Name \_\_\_\_\_

LOCAL HIRE  
 PROJECT AGREEMENT  
 LOCAL SERVICE ROADS AND TRAILS

Under the authority granted by Chapter 84, Sessions Laws of Alaska 1971, this project agreement is entered into by and between the State of Alaska, Department of Transportation and Public Facilities; hereinafter called the Department, and \_\_\_\_\_, hereinafter called the Local Governing Body, for the purpose of constructing the following described project:

1. The Department will upgrade local streets, access roads or trails, as shown on the attached plat with the typical section of improvement.
2. A. In the event existing streets and platted street right-of-way do not agree, the platted right-of-way will govern.  
 B. Work will not begin until certification for the necessary right-of-way for this project is assured.
3. A. The Department shall utilize local hire for on site project personnel, excluding engineering personnel and project foreman. However, engineering personnel or project foreman may be hired locally at the discretion of the Department.  
 B. The Department will obtain initial local hire through the Local Governing Body. Subsequent hiring is at the discretion of the Department.  
 C. The Department will determine the days, shifts, hours, and number of people to be used on the project.  
 D. The Department agrees to reimburse the local governing body for the wages of employees utilized on this Local Service Roads project.

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

E. The Department will pay the premium, on behalf of the Local Governing Body, for Workmen's Compensation and Insurance Liability from the project funds. If the Local Governing Body does not have a Workmen's Compensation and Insurance Liability policy, the local governing body employees will be covered under the Department's Statewide policy.

4. A. The Local Governing Body agrees to pay employees the following hourly rates:

| <u>Title</u> | <u>Hourly Rate</u> |
|--------------|--------------------|
| _____        | _____              |
| _____        | _____              |
| _____        | _____              |

B. The Local Governing Body agrees that pay will be for the actual hours worked on the project.

C. The Local Governing Body agrees to pay all federal, state and local taxes and social security (FICA) withdrawals for wages paid on this project.

- 5. The maximum Local Service Roads & Trails funds obligated for this project is \$ \_\_\_\_\_.
- 6. The Local Governing Body retains the right to provide additional funds if so desired.
- 7. The Local Governing Body agrees that under no circumstances does this agreement bind the Department to any expenses in excess of the amount specified in the funds authorization.
- 8. The Local Governing Body specifically agrees to indemnify, defend and save harmless and exonerate the Department of and from all liability, claims and demands arising out of the work undertaken by the Local Governing Body, its employees, agents, representatives.
- 9. Project termination or work stoppage is dependent upon exhaustion of funds or completion of the project, whichever occurs first.
- 10. Following construction, maintenance will be provided by the \_\_\_\_\_.

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

- 11. The Department will not assume maintenance responsibilities unless LSR&T construction funding involvement is greater than 50%.
- 12. Any modification to this agreement is subject to mutual approval of both parties.

To witness this agreement, the Department and the Local Governing Body have affixed hereto the signatures of the Deputy Commissioner and \_\_\_\_\_, the duly authorized signatory for said Local Governing Body.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
(Name of Local Governing Body)

LOCAL GOVERNING BODY

DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

BY \_\_\_\_\_  
Attach the completed resolution,  
(attached) approved by the Local  
Governing Body

RECOMMENDED FOR APPROVAL:

\_\_\_\_\_  
Director, Design & Construction      Date

ATTEST:

APPROVED AND EXECUTED BY:

\_\_\_\_\_

\_\_\_\_\_  
Deputy Commissioner      Date

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Region \_\_\_\_\_  
 Allocation District \_\_\_\_\_  
 Project Number \_\_\_\_\_  
 Project Name \_\_\_\_\_  
 Local Governing Body \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_

CONTRACT/FORCE ACCOUNT  
 PROJECT AGREEMENT  
 LOCAL SERVICE ROADS AND TRAILS  
 LOCAL GOVERNING BODY

Under the authority granted by Chapter 84, Sessions Laws of Alaska 1971, this project agreement is entered into by and between the State of Alaska, Department of Transportation and Public Facilities; hereinafter called the Department, and \_\_\_\_\_, hereinafter called the Local Governing Body, for the purpose of constructing the following described project:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

A. OBLIGATIONS OF THE LOCAL GOVERNING BODY

To further accomplish the construction of the project, it is agreed that the Local Governing Body shall:

1. construct the above-described project, which is more fully described by Appendixes "A" and "B" attached hereto and made a part hereof, consisting of a location plat (Appendix "A") and a typical cross-section (Appendix "B");
2. provide all funds necessary to construct the project;
3. cause the project to be constructed by one of the following methods unless the Department expressly approves an alternate method: (a)  award of a contract by the Department or the Local Governing Body for construction of the project to the lowest responsible bidder through the competitive bidding process, or (b)  through the use of local or state equipment and employees; indicate method to be used by checking (a) or (b).

B. IF THE PROJECT IS ADMINISTERED BY THE LOCAL GOVERNING BODY, THE LOCAL GOVERNING BODY SHALL:

1. execute a written contract with a contractor for the project if a contract is awarded.

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

- 2. maintain accurate, daily written records of all costs for which reimbursement is requested, which records shall be made available for inspection by the Department upon request, and preserve such records for a period of three years following final acceptance of this project by the Department or termination of this agreement, after which they may be destroyed except for the project history, project engineer's diary, photos and the correspondence folder;
- 3. promptly pay in full all legitimate claims for services or material provided for construction of this project and hold the Department harmless from any claims or costs arising from the Local Governing Body's failure or refusal to pay claims.
- 4. the Local Governing Body agrees to pay all federal, state and local taxes and social security (FICA) withdrawals for wages paid on this project.

C. FURTHER CONDITIONS

- 1. The maximum Local Service Roads and Trails funds obligated for this project is \$ \_\_\_\_\_.
- 2. Expenses incurred by the Local Governing Body prior to the date of execution of this agreement will not be reimbursed by the Department.
- 3. The determination must be made prior to beginning construction that adequate right-of-way and material are available for the project.
- 4. The Department will not be obligated to reimburse the Local Governing Body for costs which cannot be adequately verified as a necessary cost of construction.
- 5. Prior written Departmental approval of the following is required:

CONTRACT CONSTRUCTION ADMINISTERED BY THE LOCAL GOVERNING BODY

- a. Plans, specifications and estimate prior to advertising.
- b. Award of the construction contract.
- c. Any single change which reflects an increase in the total contract of more than 10%.

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

CONSTRUCTION BY THE LOCAL GOVERNING BODY

- a. Estimated costs, including engineering, equipment, labor and closing costs after construction is complete.
  - b. Plans or typical section of improvement.
6. The Department has the right to make periodic inspections during the course of work, and a final inspection upon completion of construction, for the purpose of certifying that the funds expended by the Local Governing Body on this project qualify for reimbursement under this agreement.
  7. When the construction of this project has been completed and duly accepted, the responsibility for maintaining the facility shall be borne by the \_\_\_\_\_.

The Department will not assume maintenance responsibility unless LSR&T construction funding involvement is greater than 50%.

If the Local Governing Body is to bear the maintenance responsibility, the Local Governing Body agrees to indemnify, defend, and hold harmless the Department and the State of Alaska from any and all claims arising in connection with or related to the maintenance function. If the Department agrees to perform the maintenance, the Department reserves the right to issue utility, driveway and encroachment permits.

8. The Local Governing Body agrees to indemnify, defend, and hold harmless the Department from all liability, claims and demands arising from the work undertaken by the Local Governing Body, its employees, agents or representatives.
9. This agreement may not be modified except by written agreement between the Department and an authorized agent of the Local Governing Body.
10. The parties to this agreement shall obey all federal, state, and local laws and regulations.
11. This supersedes any and all other agreements expressed or implied between the Department and the Local Governing Body with respect to this project and this agreement contains the entire agreement between said parties.

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

To witness this agreement, the Department and the Local Governing Body have affixed hereto the signatures of the Deputy Commissioner and \_\_\_\_\_, the duly authorized signatory for said Local Governing Body.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

\_\_\_\_\_  
(Name of Local Governing Body)

LOCAL GOVERNING BODY

DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

BY \_\_\_\_\_  
Attach the completed resolution,  
(attached) approved by the Local  
Governing Body

RECOMMENDED FOR APPROVAL:

\_\_\_\_\_  
Director, Design & Construction      Date

ATTEST:

APPROVED AND EXECUTED BY:

\_\_\_\_\_

\_\_\_\_\_  
Deputy Commissioner      Date

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Region \_\_\_\_\_  
Allocation District \_\_\_\_\_  
Project Number: \_\_\_\_\_  
Project Name: \_\_\_\_\_

TRAIL STAKING "A"  
PROJECT AGREEMENT  
LOCAL SERVICE ROADS AND TRAILS

Under the authority granted by Chapter 84 Session Laws of Alaska 1971, this Project Agreement is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, by and between the State of Alaska, Department of Transportation and Public Facilities (hereinafter called the DEPARTMENT), and the Community of \_\_\_\_\_ (hereinafter called the LOCAL GOVERNING BODY).

SCOPE OF WORK:

It is agreed by and between the DEPARTMENT and the LOCAL GOVERNING BODY that:

1. The LOCAL GOVERNING BODY will install DEPARTMENT-furnished trail markers along the trail indicated on the attached map, approximately \_\_\_\_\_ miles in length.
2. Permanent trail markers shall be tripods of sound native timber poles, with legs 10 to 12 feet in length, tied near the top with galvanized wire. The tripod legs shall be equally spaced about 5 feet apart and set firmly into the ground.
3. Permanent trail markers shall be spaced so the trail users can see the next marker along the trail route.
4. Temporary markers shall be single small native poles (about 5 feet long) or lath, set firmly into the ground, snow or ice, and shall be flagged near the top with brightly colored surveyor's flagging.
5. Temporary markers shall be spaced at maximum intervals of 100 feet and shall be used only on rivers, or lakes at other locations where permanent markers would not remain year round.
6. The trail staking will follow the general route shown on the attached map, except when the safety of travelers would be better served by realignment.

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

- 7. The LOCAL GOVERNING BODY will complete all trails within 30 days after the receipt of the approved agreement, and will notify the DEPARTMENT when the work is completed.
- 8. The LOCAL GOVERNING BODY shall receive \_\_\_\_\_ for each mile of trail staked, upon completion of the work.
- 9. The LOCAL GOVERNING BODY agrees to pay all Federal, State and Local taxes and social security (FICA) withdrawals for wages paid on this project.

To witness this agreement, the Department and the Local Governing Body have affixed hereto the signatures of the Deputy Commissioner and \_\_\_\_\_, the duly authorized signatory for said Local Governing Body.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
(Name of Local Governing Body)

LOCAL GOVERNING BODY

DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

BY \_\_\_\_\_  
Attach the completed resolution,  
(attached) approved by the Local  
Governing Body

RECOMMENDED FOR APPROVAL:

\_\_\_\_\_  
Director, Design & Construction      Date

ATTEST:

APPROVED AND EXECUTED BY:

\_\_\_\_\_

\_\_\_\_\_  
Deputy Commissioner      Date

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

REGION: \_\_\_\_\_  
ALLOCATION DISTRICT: \_\_\_\_\_  
PROJECT NUMBER: \_\_\_\_\_  
PROJECT NAME: \_\_\_\_\_

TRAIL STAKING "B"  
PROJECT AGREEMENT  
LOCAL SERVICE ROADS AND TRAILS

Under the authority granted by Chapter 84 Session Laws of Alaska 1971, this Project Agreement is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, by and between the State of Alaska, Department of Transportation and Public Facilities (hereinafter called the DEPARTMENT), and the Community of \_\_\_\_\_ (hereinafter called the LOCAL GOVERNING BODY).

SCOPE OF WORK:

It is agreed by and between the DEPARTMENT and the LOCAL GOVERNING BODY that:

1. The LOCAL GOVERNING BODY will install DEPARTMENT-furnished trail markers along the trail indicated on the attached map, approximately \_\_\_\_\_ miles in length.
2. Right of entry to the trails shall be unrestricted to the traveling public and right of way for the trails shall be granted as easement until the use of the marked trail is discontinued.
3. Permanent trail markers shall be spaced so the trail users can see the next marker along the trail route.
4. The trail staking will follow the general route shown on the attached map, except when the safety of the travelers would be better served by realignment.
5. The LOCAL GOVERNING BODY will complete all trail staking within thirty (30) days after delivery of the materials, and will notify the DEPARTMENT when the work is complete.
6. Upon completion of the work, trail marking will be paid for by:
  - \_\_\_\_\_ per each trail marked or installed; or
  - \_\_\_\_\_ per each mile of trail staked.

Project No. \_\_\_\_\_  
Project Name \_\_\_\_\_

- 7. The LOCAL GOVERNING BODY agrees to pay all Federal, State and Local taxes and social security (FICA) withdrawals for wages paid on this project.

To witness the Agreement, the DEPARTMENT and the LOCAL GOVERNING BODY have affixed hereto the signatures of the Deputy Commissioner of the Department of Transportation and Public Facilities and Village Council President, or duly authorized signatory of said LOCAL GOVERNING BODY.

\_\_\_\_\_  
LOCAL GOVERNING BODY

RECOMMENDED FOR APPROVAL

\_\_\_\_\_

\_\_\_\_\_  
DIRECTOR, DESIGN & CONSTRUCTION      DATE

\_\_\_\_\_

\_\_\_\_\_  
APPROVED AND EXECUTED BY

\_\_\_\_\_  
DATE

\_\_\_\_\_  
DEPUTY COMMISSIONER      DATE

PROJECT \_\_\_\_\_

Date \_\_\_\_\_

Social Security No. \_\_\_\_\_

Name:

Residence Address:

Mailing Address:

The undersigned hereby acknowledges that wages received for work performed in connection with the above project is taxable income, and as such will be reported by the undersigned on the applicable income tax forms when due, the undersigned is also responsible for payment of school taxes, F.I.C.A., Employment Security, and any other taxes required by state or federal law.

Signed \_\_\_\_\_

The above named individual, known to me, did personally appear before me, and of his/her own free will, did sign this document on the date above mentioned.

\_\_\_\_\_  
Notary Public (Postmaster)

Date \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

REGION: \_\_\_\_\_

ALLOCATION DISTRICT: \_\_\_\_\_

PROJECT NUMBER: \_\_\_\_\_

PROJECT NAME: \_\_\_\_\_

CONTRACT/FORCE ACCOUNT  
PROJECT AGREEMENT  
LOCAL SERVICE ROADS AND TRAILS

Under the authority granted by Chapter 84 Session Laws of Alaska 1971, the Department of Transportation and Public Facilities has agreed to construct the following described project under the Local Service Roads and Trails Program:

The completed project will be maintained by the Department of Transportation and Public Facilities. The project will be constructed within the existing right-of-way per the attached typical section.

RECOMMEND APPROVAL:

\_\_\_\_\_  
DIRECTOR, DESIGN & CONSTRUCTION

\_\_\_\_\_  
DATE

APPROVED AND EXECUTED BY

\_\_\_\_\_  
DEPUTY COMMISSIONER

\_\_\_\_\_  
DATE

\_\_\_\_\_  
(NAME OF LOCAL GOVERNMENT)

RESOLUTION NO.

A RESOLUTION OF THE \_\_\_\_\_ AUTHORIZING THE  
CONSTRUCTION OF \_\_\_\_\_ TO BE PAID  
FOR BY THE LOCAL SERVICE ROADS AND TRAILS FUND.

WHEREAS, we desire to construct a project known as \_\_\_\_\_  
at a cost of \_\_\_\_\_, and

WHEREAS, pursuant to AS Ch. 84, Sec. 19.30.111 through Sec. 19.30.241,  
the State of Alaska has a fund for construction of local service roads and  
trails.

NOW, THEREFORE, BE IT RESOLVED that application be made to the State of  
Alaska for funds from the Local Service Roads and Trails Fund to be used in  
construction of the project.

PASSED, APPROVED AND ADOPTED on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

\_\_\_\_\_  
NAME AND TITLE

ATTEST:

\_\_\_\_\_  
, CLERK

(NAME OF LOCAL GOVERNING BODY)

RESOLUTION NO.

A RESOLUTION OF THE \_\_\_\_\_ AUTHORIZING THE  
CONSTRUCTION OF \_\_\_\_\_ TO BE PAID  
FOR BY THE LOCAL SERVICE ROADS AND TRAILS FUND.

WHEREAS, we desire to construct a project known as \_\_\_\_\_  
at a cost of \_\_\_\_\_, and

WHEREAS, pursuant to AS Ch. 84, Sec. 19.30.111 through Sec. 19.30.24,  
the State of Alaska has a fund for construction of local service roads and  
trails.

WHEREAS, we request that the State of Alaska proceed with development of  
the project in the vicinity of \_\_\_\_\_, as  
generally shown on the map attached hereto and made a part hereof.

WHEREAS, the proposed project was reviewed and found not to be deterimen-  
tal to the welfare of the individual natives of this area if the right-of-  
way should fall within lands withdrawn under the Alaska Native Claims  
Settlement Act.

WHEREAS, this local governing body has no objections to the granting of a  
right-of-way by the Bureau of Land Management Townsite Trustee or Municipal  
Trustee for the above named and numbered project, if applicable.

NOW, THEREFORE, BE IT RESOLVED that application be made to the State of  
Alaska for funds from the Local Service Roads and Trails Fund to be used in  
construction of the project.

PASSED, APPROVED AND ADOPTED on this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

\_\_\_\_\_  
NAME AND TITLE

ATTEST:

\_\_\_\_\_  
, CLERK

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

LOCAL SERVICE ROADS AND TRAILS (LSR&T)

FUNDING AUTHORIZATION

REGION \_\_\_\_\_

ALLOCATION DISTRICT \_\_\_\_\_

PROJECT NUMBER \_\_\_\_\_

LOCAL GOVERNMENT \_\_\_\_\_

PROJECT NAME \_\_\_\_\_

SCOPE OF WORK \_\_\_\_\_

TYPE OF ACTION AND REASON \_\_\_\_\_

\_\_\_\_\_ INCREASE FUNDS \_\_\_\_\_ ORIGINAL FUNDING

\_\_\_\_\_ DECREASE FUNDS \_\_\_\_\_ FINAL (TO MATCH ACTUAL COST)

AUTHORIZATION OF FUNDS IS REQUESTED AS FOLLOWS:

FUNDS CURRENTLY AUTHORIZED \$ \_\_\_\_\_

CHANGE REQUESTED ( ) \_\_\_\_\_

TOTAL AUTHORIZATION WITH THIS CHANGE \_\_\_\_\_

RECOMMENDED APPROVAL

\_\_\_\_\_ Date: \_\_\_\_\_  
LSR&T Manager

\_\_\_\_\_ Date: \_\_\_\_\_  
Director, Design & Construction

AUTHORIZATION GRANTED

\_\_\_\_\_ Date: \_\_\_\_\_  
Deputy Commissioner

Distribution:  
Finance  
Budget  
Contracts  
Statewide LSR&T Administrator

Collocation Code \_\_\_\_\_  
Project Cut-off Date \_\_\_\_\_

LOCAL SERVICE ROADS AND TRAILS (LSR&T)  
FUNDING REQUEST

PROJECT NAME \_\_\_\_\_ PROJECT NUMBER \_\_\_\_\_

PROJECT CUT-OFF DATE \_\_\_\_\_

REGION \_\_\_\_\_ ALLOCATION DISTRICT \_\_\_\_\_ NAME OF LOCAL GOV'T \_\_\_\_\_

DESCRIPTION OF WORK:

\_\_\_\_\_

ACTION:  INCREASE FUNDS  ORIGINAL FUNDING  
 DECREASE FUNDS  FINAL (TO MATCH ACTUAL COSTS)

CURRENT AUTHORIZATION \$ \_\_\_\_\_ PHASE INVOLVED: \_\_\_\_\_

CHANGE REQUESTED ( ) \$ \_\_\_\_\_

TOTAL AUTHORIZATION WITH THIS CHANGE: \$ \_\_\_\_\_

\_\_\_\_\_  
LSR&T Manager Date

LSR&T Funding Request should be sent to the Programming Unit, Project Control Group, Division of Design and Construction.

This document will be used when Project Development and Authorization (PDA) format is used.

Copy: Statewide LSR&T Administrator

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

BRIDGE SITE SURVEY

PROJECT NO. \_\_\_\_\_ BRIDGE NO. \_\_\_\_\_

NAME OF STREAM: \_\_\_\_\_ DATE OF SURVEY \_\_\_\_\_

LOCATION: \_\_\_\_\_ RT. NO. \_\_\_\_\_ STA. NO. \_\_\_\_\_

BENCH MARK \_\_\_\_\_ DO FISH USE STREAM FOR SPawning? \_\_\_\_\_

DRAINAGE AREA: \_\_\_\_\_ HOW DETERMINED? \_\_\_\_\_

GENERAL DESCRIPTION OF DRAINAGE AREA: \_\_\_\_\_

ANY STORAGE BASINS UPSTREAM? \_\_\_\_\_

ELEV. OF HIGH WATER \_\_\_\_\_ HIGH ICE \_\_\_\_\_ DATE OF HIGH ICE \_\_\_\_\_

LOCATION OF HIGH WATER MARK \_\_\_\_\_

WHAT CAUSED H.W. \_\_\_\_\_

TO WHAT ELEVATION CAN WATER BE BACKED UP WITHOUT LOCAL FLOOD DAMAGED? \_\_\_\_\_

SLOPE OR GRADIENT OF STREAM: 500 ft. upstream \_\_\_\_\_ 500 ft. downstream \_\_\_\_\_

IN DRY STREAM BED, GIVE WATER TABLE ELEV. \_\_\_\_\_

DESCRIBE ICE AND DRIFT CONDITIONS \_\_\_\_\_

SCOUR CONDITIONS: \_\_\_\_\_

IN GENERAL, IS STREAM CUTTING OR FILLING? \_\_\_\_\_

SHOULD STRUCTURE BE SKEWED? \_\_\_\_\_

SHOULD CHANNEL CHANGE BE MADE? \_\_\_\_\_

ANY SPECIAL TREATMENT FOR APPROACH FILLS? \_\_\_\_\_

SIDEWALKS AND UTILITIES \_\_\_\_\_

SUBMITTED BY \_\_\_\_\_

APPROVED BY \_\_\_\_\_

Director, Design & Construction

DATE \_\_\_\_\_

LOCAL SERVICE ROADS & TRAILS  
PROJECT CERTIFICATION

The \_\_\_\_\_ hereby certifies that  
all the

- 1. RIGHT OF WAY
- 2. CONSTRUCTION PERMITS/EASEMENTS
- 3. MATERIAL SOURCES
- 4. PERMITS & CLEARANCES FROM STATE & FEDERAL AGENCIES
- 5. ENVIRONMENTAL PERMITS

or whatever other property is necessary for the construction of Project  
No. \_\_\_\_\_ known as \_\_\_\_\_  
has been acquired.

It is also certified that the \_\_\_\_\_ will  
hold the State of Alaska harmless from any actions for trespass or  
otherwise that may result from mistake, error or omission occurring from  
the above-mentioned acquisition.

\_\_\_\_\_  
Local Government Representative

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

ATTEST:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

## SECTION IV

### 2. MANAGEMENT FORMS

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State of Alaska  
Department of Transportation  
and Public Facilities  
Local Service Roads & Trails

APPLICATION FOR SERVICES

\_\_\_\_\_  
(date)

Name of Applicant: \_\_\_\_\_

Address: \_\_\_\_\_

The above named hereby requests the Department of Transportation and Public Facilities to perform the following services; and does affirm that private or other State and government agencies are not available to perform the services requested:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The applicant understands that reimbursement of the total cost will be made to the State by money order or check upon receipt of billing by the State. It is further understood that the minimum service charge is \$10.00 (ten dollars). Performance of the work will depend upon availability of equipment and personnel.

It is further agreed that the applicant will hold the State blameless for any damages or injuries that may occur during or after the performance of the work.

\_\_\_\_\_  
Applicant's Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Recommended by LSR&T (date)

\_\_\_\_\_  
Approved by Regional Construction Chief (date)

\_\_\_\_\_  
Region

\_\_\_\_\_  
Location

Original to Finance (with G#)  
1st copy to Regional Engineer  
2nd copy to Local Service Roads & Trails

CITY AND BOROUGH OF JUNEAU  
DEPARTMENT OF PUBLIC WORKS

CONTRACTOR'S REQUEST FOR PAYMENT NO. \_\_\_\_\_ ON CONTRACT NO. \_\_\_\_\_

CONTRACTOR: \_\_\_\_\_

CONTRACT TITLE: \_\_\_\_\_

Partial Pay Request for Period Ending \_\_\_\_\_

Final Pay Request (attach contract release form).

|   |     |    |       |
|---|-----|----|-------|
| Total Work Completed to Date <sup>1</sup> |     | \$ | _____ |
| Materials on Hand**                       | (+) |    | _____ |
| <b>NET EARNED ON CONTRACT TO DATE:</b>    |     |    |       |
| Less _____ % Retained                     | (-) |    | _____ |
| <b>SUB-TOTAL</b>                          |     |    | _____ |

Previous Payments

|     |       |
|-----|-------|
| 1.  | _____ |
| 2.  | _____ |
| 3.  | _____ |
| 4.  | _____ |
| 5.  | _____ |
| 6.  | _____ |
| 7.  | _____ |
| 8.  | _____ |
| 9.  | _____ |
| 10. | _____ |
| 11. | _____ |
| 12. | _____ |
| 13. | _____ |
| 14. | _____ |
| 15. | _____ |
| 16. | _____ |
| 17. | _____ |
| 18. | _____ |
| 19. | _____ |
| 20. | _____ |

EXAMPLE

|                         |     |          |
|-------------------------|-----|----------|
| Total Previous Payments | (-) | _____    |
| <b>BALANCE DUE</b>      |     | \$ _____ |

The undersigned hereby certify that all items and amounts on this request for payment are correct and that the work has been performed and/or material supplied in full accordance with the contract.

|        |  |         |
|--------|--|---------|
| _____  | _____                                      | _____   |
| (Date) | (Signature of Contractor's Representative) | (Title) |

|        |  |
|--------|--|
| _____  | _____  |
| (Date) | (Signature of Project Engineer or Architect) |

\*Attach Form 35 or Form 36.  
\*\*Attach invoices or other documentation.

CITY & BOROUGH OF JUNEAU  
DEPARTMENT OF PUBLIC WORKS

CONTRACTOR'S PAY ESTIMATE NO. \_\_\_\_\_  
(Lump Sum Contracts)

\*\*\*\*\*

CONTRACT PRICE:

Original Contract Price: \$ \_\_\_\_\_

- Change Orders (indicate + or -) 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_
- 6. \_\_\_\_\_
- 7. \_\_\_\_\_
- 8. \_\_\_\_\_
- 9. \_\_\_\_\_
- 10. \_\_\_\_\_

ADJUSTED CONTRACT PRICE \$ \_\_\_\_\_

\*\*\*\*\*

WORK TO DATE THROUGH \_\_\_\_\_ :  
(date)

Work completed on Contract ( \_\_\_ %) \$ \_\_\_\_\_

- Work completed on change orders
- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_
- 6. \_\_\_\_\_
- 7. \_\_\_\_\_
- 8. \_\_\_\_\_
- 9. \_\_\_\_\_
- 10. \_\_\_\_\_

\*\*\*\*\*

Total work completed to Date \$ \_\_\_\_\_  
(enter this amount on Form #34)

EXAMPLE



RELEASE

\_\_\_\_\_, being first duly sworn and under oath does say that he is the \_\_\_\_\_ of (Owner, President, etc.)

\_\_\_\_\_ and that the Final Payment of (Name of Contracting Firm)

\$ \_\_\_\_\_ by the City and Borough of Juneau to the (Amount of Final Payment)

Contractor will satisfy in full all claims in any way connected with contract for \_\_\_\_\_ (Contract Number and Title)

which the Contractor has or may have against the City and Borough;

and he further states that \_\_\_\_\_ (Name of Contracting Firm)

has satisfied all claims and indebtedness of every nature in any way connected with the contract, including but not limited to, all payables, amounts due subcontractors, accounts for labor performed and material furnished and liens and judgements.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

Subscribed and sworn to before me this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

\_\_\_\_\_  
Notary Public for Alaska.  
My commission expires \_\_\_\_\_

EXAMPLE

25D-116  
(4/83)

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

CERTIFICATION OF FINAL ESTIMATE

Project No(s) \_\_\_\_\_ Total Amount: \$ \_\_\_\_\_

Project Name \_\_\_\_\_

DEPARTMENT CERTIFICATION

The undersigned certifies that he was in charge of the construction engineering work for the State of Alaska for this project and that the foregoing final estimate was prepared under his direction and supervision, that to the best of his knowledge and belief the work set forth in said estimate has been performed in accordance with the plans and specifications and that the quantities and amounts set forth in said estimate are correct.

\_\_\_\_\_, Project Engineer Date \_\_\_\_\_

The undersigned certifies that he has reviewed the foregoing final estimate and that payment for the quantities shown therein conforms with the contract and is true and correct to the best of his knowledge and belief.

\_\_\_\_\_, Regional Reviewer Date \_\_\_\_\_

The undersigned certifies that the construction engineering for this project was under the supervision of authorized representatives of his office, that the foregoing final estimate has been prepared and reviewed by such authorized representatives, that he has reviewed the work and the estimate, that the work has been performed in substantial conformance with the specifications and that the quantities and amounts shown in the estimate are true and correct to the best of his knowledge and belief.

\_\_\_\_\_, Regional Construction Chief Date \_\_\_\_\_

CONTRACTOR CERTIFICATION

The undersigned hereby certifies that he was the contractor on the above named project, that the work and materials for which payment is being included in this final estimate have been performed or furnished; that payment is just and due, and has not been made in full; and that his signature hereon authorizes final payment therefor.

The undersigned further certifies: That all commitments or obligations made to property owners and others covering materials royalties, access rights, waste areas, and other such rights of any nature, have been fully paid and satisfied; that all Federal, State and local taxes incurred by the contractor, subcontractor, or other person or persons, in the performance of this contract have been fully paid and discharged; and that the contractor has not extended any loan, gratuity, or gift of money in any form whatsoever to any employee of the Department, nor has he rented or purchased any equipment or materials from any such employee.

Contractor: \_\_\_\_\_

By: \_\_\_\_\_ Authorized Agent Date \_\_\_\_\_

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

CHANGE ORDER NO. \_\_\_\_\_

\_\_\_\_\_ Region

Sheet 1 of \_\_\_\_\_

Project No. \_\_\_\_\_

Contractor \_\_\_\_\_

Project Name \_\_\_\_\_

Address \_\_\_\_\_

The following change(s) in the above Contract are hereby made in accordance with the terms of the Contract, and under the terms and conditions stated herein.

Contractor \_\_\_\_\_

Recommended:  
\_\_\_\_\_

Contractor Representative \_\_\_\_\_

Title \_\_\_\_\_

Issued: \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

DESCRIPTION OF CHANGE

**STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**

Sheet \_\_\_\_\_ of \_\_\_\_\_

Backup For: \_\_\_\_\_

Project No. \_\_\_\_\_

Project Name \_\_\_\_\_

Contract Amount \_\_\_\_\_

Substantial Change? YES  NO  \_\_\_\_\_  
Initials

Region Review

Director/Headquarters Review (If Required)

FAA/FHWA (If Required)

Verbal Approval Date:

**COMPARISON OF COST DUE TO CHANGE**

| ITEM NO. | FA CODE | ITEM | UNIT | PRICE | QUANTITY<br>( + or - ) | AMOUNT<br>( + or - ) | % CHG.<br>( + or - ) |
|----------|---------|------|------|-------|------------------------|----------------------|----------------------|
|          |         |      |      |       |                        |                      |                      |
|          |         |      |      |       |                        |                      |                      |
|          |         |      |      |       |                        |                      |                      |
|          |         |      |      |       |                        |                      |                      |
|          |         |      |      |       |                        |                      |                      |
|          |         |      |      |       |                        |                      |                      |
|          |         |      |      |       |                        |                      |                      |
|          |         |      |      |       |                        |                      |                      |
|          |         |      |      |       |                        |                      |                      |
|          |         |      |      |       |                        |                      |                      |

Prepared By: \_\_\_\_\_  
Project Engineer

NET CHANGE THIS ORDER

Prior Change Documents.

TOTAL PREVIOUS CHANGES

ACCUMULATIVE CHANGE

**DESCRIPTION AND REASON FOR CHANGE**

25D-177  
(4/83)

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

CONTRACTOR'S RELEASE

|                         |  |          |
|-------------------------|--|----------|
| RE: Project No(s) _____ | Final Amount   | \$ _____ |
| Project Name _____      | Previous Payments, Progress Estimate(s), 1 through _____ | \$ _____ |
| _____                   | Less Liquidated Damages                                  | \$ _____ |
|                         | Final Payment Due  | \$ _____ |

Pursuant to the terms of the written contract dated \_\_\_\_\_, 19\_\_\_\_

for the construction of \_\_\_\_\_  
Project Number(s)

and in consideration of the total final sum of \_\_\_\_\_

Dollars (\$ \_\_\_\_\_) which has been or is to be paid under the said contract to \_\_\_\_\_

Contractor's Name and Address)

(hereinafter called the Contractor) or its assignees, if any, the Contractor, upon payment of the said sum by the STATE OF ALASKA, does remise, release and discharge the STATE OF ALASKA, its officers, agents and employees, of and from all liabilities, obligations, claims, and demands whatsoever under or arising from said contract, whether known or unknown and whether or not ascertainable at the time of the execution of this instrument except specified claims in stated amounts or in estimated amounts where the amounts are not susceptible of exact statement by the Contractor, as follows:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The Contractor agrees, in connection with the claims which are not released as set forth above, that he will comply with all the provisions of the said contract, including without limitation those provisions relating to notification of the Contracting Officer and relating to the prosecution of claims.

IN WITNESS WHEREOF, this release has been executed this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
WITNESS

\_\_\_\_\_  
Contractor

\_\_\_\_\_  
WITNESS

BY \_\_\_\_\_

TITLE \_\_\_\_\_

(NOTE: In the case of a corporation, witnesses are not required, but certificate on reverse side must be completed by a corporate officer other than the one who signs above.)

25D-117  
(4/83)  
Reverse

**CERTIFICATE**

I, \_\_\_\_\_ certify that I am the \_\_\_\_\_

(official title) of the corporation named as Contractor in the foregoing release; that \_\_\_\_\_

who signed said release on behalf of the Contractor was then \_\_\_\_\_(official title)

of said corporation; that said release was duly signed for and in behalf of said corporation by authority of its governing body and is within the scope of its corporate powers.

\_\_\_\_\_  
Name: (Signature)

IN WITNESS WHEREOF, I have set my hand and affixed my official seal this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_\_

My Commission Expires: \_\_\_\_\_  
Notary Public

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
DAILY EXPENDITURE ACCOUNT

|                   |          |       |
|-------------------|----------|-------|
| State Project No: | Project: | Date: |
|-------------------|----------|-------|

| LABOR COST (STATE PERSONNEL)         |       |         |          |         |          |        |             |  |
|--------------------------------------|-------|---------|----------|---------|----------|--------|-------------|--|
| Name                                 | Class | Hours   |          | Rate    |          | Amount | Subsistence |  |
|                                      |       | Regular | Overtime | Regular | Overtime |        |             |  |
|                                      |       |         |          |         |          |        |             |  |
|                                      |       |         |          |         |          |        |             |  |
|                                      |       |         |          |         |          |        |             |  |
|                                      |       |         |          |         |          |        |             |  |
|                                      |       |         |          |         |          |        |             |  |
|                                      |       |         |          |         |          |        |             |  |
| <b>TOTAL - LABOR and SUBSISTENCE</b> |       |         |          |         |          |        |             |  |

| EQUIPMENT COST      |         |      |        |
|---------------------|---------|------|--------|
| Vehicle No. or Type | Hr./Mi. | Rate | Amount |
|                     |         |      |        |
|                     |         |      |        |
|                     |         |      |        |
|                     |         |      |        |
| <b>TOTAL -</b>      |         |      |        |

| MATERIAL COST  |          |       |        |
|----------------|----------|-------|--------|
| Description    | Quantity | Price | Amount |
|                |          |       |        |
|                |          |       |        |
|                |          |       |        |
|                |          |       |        |
| <b>TOTAL -</b> |          |       |        |

| SUMMARY OF COSTS   |         |       |
|--|---------|-------|
|  | Dollars | Cents |
| TODAYS LABOR COSTS   |         |       |
| TODAYS EQUIPMENT COSTS                                       |         |       |
| TODAYS MATERIAL COSTS  |         |       |
| TODAYS CONSTRUCTION COSTS (i.e. Contract Items, F.A. Sheets) |         |       |
| <b>TOTAL COST TODAYS WORK</b>                                |         |       |
| <b>TOTAL COST BROUGHT FORWARD</b>                            |         |       |
| <b>TOTAL COST TO BE FORWARDED</b>                            |         |       |

REMARKS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

PROJECT ENGINEER







LSR&T WORKFORCE PROFILE BY PROJECT

| LSR&T PROJECT Number:                           | LOCATION:       |        |                 |        | Dollar Amount of Project: \$ |        |                 |        |
|---|-----------------|--------|-----------------|--------|------------------------------|--------|-----------------|--------|
|   | 1st QUARTER, 19 |        | 2nd QUARTER, 19 |        | 3rd QUARTER, 19              |        | 4th QUARTER, 19 |        |
| LOCAL HIRE DATA                                 | Male            | Female | Male            | Female | Male                         | Female | Male            | Female |
| ALEUT   |                 |        |                 |        |                              |        |                 |        |
| CAUCASIAN                                       |                 |        |                 |        |                              |        |                 |        |
| BLACK   |                 |        |                 |        |                              |        |                 |        |
| SPANISH SURNAME                                 |                 |        |                 |        |                              |        |                 |        |
| ASIAN AMERICAN                                  |                 |        |                 |        |                              |        |                 |        |
| AMERICAN INDIAN                                 |                 |        |                 |        |                              |        |                 |        |
| ESKIMO  |                 |        |                 |        |                              |        |                 |        |
| ALASKA NATIVE*                                  |                 |        |                 |        |                              |        |                 |        |
| TOTAL MINORITY                                  |                 |        |                 |        |                              |        |                 |        |
| TOTAL MALE/FEMALE                               |                 |        |                 |        |                              |        |                 |        |
| TOTAL EMPLOYEES                                 |                 |        |                 |        |                              |        |                 |        |
| Breakdown by CRAFT                              |                 |        |                 |        |                              |        |                 |        |
| Truck Drivers                                   |                 |        |                 |        |                              |        |                 |        |
| Laborers  |                 |        |                 |        |                              |        |                 |        |
| Operating Engineers                             |                 |        |                 |        |                              |        |                 |        |
| Dollar Amt. paid for Wages on this Project (\$) |                 |        |                 |        |                              |        |                 |        |
| ADH Project/Adm. Personnel                      |                 |        |                 |        |                              |        |                 |        |

\* Includes Athabascan, Eyak, Haida, Tlingit, Tsimshian, Iyonek, ...

NOTE: This report should be completed by the Project Engineer and should include each individual who worked on the project during that quarter. The report should be transmitted to Hdqtrs. upon completion of the project or at the end of the fourth quarter if it is a two year project. Additional comments can be listed on the back.  
cc: Local Service Roads Engineer ; EEO Coordinator,

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
AGREEMENT FOR RENTAL OF EQUIPMENT

Project Name: \_\_\_\_\_ Date: \_\_\_\_\_

Project No: \_\_\_\_\_ Delivery Order No.: \_\_\_\_\_ Bid No. \_\_\_\_\_

The State of Alaska hereby enters into an agreement with:

Owner - Lessor: \_\_\_\_\_ Phone No: \_\_\_\_\_

Address: \_\_\_\_\_ Alaska Business License No: \_\_\_\_\_

City, State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

The Department of Transportation and Public Facilities, in order to augment equipment pool operation, requires the rental of the equipment described herein:

1. The owner-lessor agrees to deliver the specified equipment to \_\_\_\_\_ with the appropriate Union Operator, per I.T.C. requirements and the equipment shall be picked up at \_\_\_\_\_.

The owner-lessor warrants that the equipment is in good working order, and available for the full time specified in this contract.

The owner-lessor further certifies he holds an Alaska Business License, and has submitted his bid using the name appearing on that current Alaska Business License.

He further certifies he shall comply with all applicable State and Federal Laws and Regulations.

2. Payment of Taxes: As a condition of performance of this contract, the contractor shall pay all Federal, State and local taxes incurred by the contractor, sub-contractor or other person or persons in the performance of this contract, and proof of payment of these taxes is a condition precedent to payment by the State under this contract.

Failure to comply with this provision releases the lessee from the rental and transportation costs.

3. Description of Equipment: \_\_\_\_\_  
Make: \_\_\_\_\_ Model: \_\_\_\_\_ Serial No: \_\_\_\_\_  
Includes with: \_\_\_\_\_

4. Rental Fee: \$ \_\_\_\_\_ shall be per \_\_\_\_\_.

5. Specified time: \_\_\_\_\_ to \_\_\_\_\_.

Signed: For owner-lessor  
BY: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_

Department of Transportation and  
Public Facilities  
BY: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
AGREEMENT FOR RENTAL OF EQUIPMENT

Date \_\_\_\_\_

Project \_\_\_\_\_

Project No. \_\_\_\_\_

The State of Alaska hereby enters into an agreement with:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

for rental of the equipment described herein. The lessee, the State of Alaska, agrees to pay for all damages caused by the negligence of its employees. The lessee does not assume liability for damages caused by the negligence of other parties or acts of God (such as tornado, lightning, snowstorm, flood, etc., damage).

The lessee agrees to make the normal operating repairs.

The lessor-owner warrants that the equipment is in good working order.

Failure to comply with this provision releases the lessee from the rental and transportation costs. The lessor further warrants that he will pay for all major repairs to the said equipment.

Description of Equipment:

Rental Fee:

SIGNED: State of Alaska  
Department of Transportation  
& Public Facilities

BY: \_\_\_\_\_

SIGNED: \_\_\_\_\_  
For Lessor-Owner

TITLE: \_\_\_\_\_

(NOTE: Letter of Agreement may be substituted.)

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

WORK ORDER NO. \_\_\_\_\_

\_\_\_\_\_ Region

Sheet 1 of \_\_\_\_\_

Project No. \_\_\_\_\_

Contractor \_\_\_\_\_

Project Name \_\_\_\_\_

Address \_\_\_\_\_

Performance of the above Contract is hereby ordered as stated hereon.

Receipt Acknowledged:

Recommended:

Contractor \_\_\_\_\_

Issued: \_\_\_\_\_

Contractor Representative \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

DESCRIPTION

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

CONTINUATION SHEET \_\_\_\_\_ Sheet \_\_\_\_\_ of \_\_\_\_\_

Project No. \_\_\_\_\_



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

FINAL ESTIMATE REVIEW REPORT

Region \_\_\_\_\_

Project No. & Name \_\_\_\_\_ Contractor \_\_\_\_\_

Description of Work \_\_\_\_\_

Required Completion Date \_\_\_\_\_ Accepted for Traffic \_\_\_\_\_

Resident Engineer \_\_\_\_\_ Project Engineer \_\_\_\_\_

Project Final Acceptance Date \_\_\_\_\_

Days Overrun \_\_\_\_\_ Liquidated Damages Assessed \$ \_\_\_\_\_

Final Amount \$ \_\_\_\_\_ Bid Amount \$ \_\_\_\_\_

Material Certification Date \_\_\_\_\_ PR 47 Date \_\_\_\_\_

Classification of Costs

Per Project Estimate

Review Findings

|                        |   |       |
|------------------------|---|-------|
| Participating          | = |       |
| Non participation      | = |       |
| Deferred participating | = |       |
| Liquidated Damages     | = | _____ |
| Total                  | = |       |

|                        |   |       |
|------------------------|---|-------|
| Participating          | = |       |
| Non participating      | = |       |
| Deferred participating | = |       |
| Liquidated Damages     | = | _____ |
| Total                  | = |       |

REMARKS:

I certify that my reviews of this project, in accordance with P&P 70-1001 indicates that all work has been substantially completed within the terms of the contract and authorized change documents, and also indicates that federal aid funds have been protected and properly classified unless otherwise noted above.

\_\_\_\_\_  
Signature of Reviewer

\_\_\_\_\_  
Date Submitted

(hand written entries are adequate)

LOCAL SERVICE ROADS AND TRAILS  
FOREMAN'S DAILY REPORT

Project No. \_\_\_\_\_ Name: \_\_\_\_\_

DESCRIPTION OF WORK PERFORMED

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| <u>Name</u> | <u>MEN</u>          |                     | <u>Work Performed</u> | <u>Actual Hours Worked.</u> |
|-------------|---------------------|---------------------|-----------------------|-----------------------------|
|             | <u>Started Work</u> | <u>Stopped Work</u> |                       |                             |
|             |                     |                     |                       |                             |
|             |                     |                     |                       |                             |
|             |                     |                     |                       |                             |
|             |                     |                     |                       |                             |
|             |                     |                     |                       |                             |
|             |                     |                     |                       |                             |
|             |                     |                     |                       |                             |
|             |                     |                     |                       |                             |
|             |                     |                     |                       |                             |

| <u>Type of Equipment</u> | <u>EQUIPMENT</u>    |                     |                               | <u>Work Performed</u> | <u>Hours Worked</u> |
|--------------------------|---------------------|---------------------|-------------------------------|-----------------------|---------------------|
|                          | <u>Started Work</u> | <u>Stopped Work</u> | <u>* Down or Standby Time</u> |                       |                     |
|                          |                     |                     |                               |                       |                     |
|                          |                     |                     |                               |                       |                     |
|                          |                     |                     |                               |                       |                     |
|                          |                     |                     |                               |                       |                     |
|                          |                     |                     |                               |                       |                     |
|                          |                     |                     |                               |                       |                     |
|                          |                     |                     |                               |                       |                     |
|                          |                     |                     |                               |                       |                     |
|                          |                     |                     |                               |                       |                     |

\* Down or standby time shall be explained in detail.  
Note: If additional room for remarks is needed use back of this sheet.

Foreman's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

FOREMAN'S DAILY REPORT INSTRUCTIONSGENERAL:

The Foreman's Daily Report in the course of a normal day's operation should list the work being performed and by who and what equipment is involved. The report, in the event men and or equipment changed type of work, should note hours spent on each item for the day. (e.g.) If a laborer was involved with culvert installation at the beginning of the shift then worked at drilling, his operation as noted on the "Daily Report" would show, say, 2 hrs. culvert, 6 hrs. drilling. The same would hold true for equipment changing basic jobs. In the event that for several days running, (e.g.) clearing and grubbing, a laborer would be noted on the first full day of this operation that he set chokers, operated chainsaw or whatever. As long as this operation continued the Foreman could note each day that "Men & Equipment the same" The first day of each week should be detailed. In all cases the remarks area on the "Daily Report" shall be filled out showing what work was accomplished for the day. The instructions for the equipment are the same as for the men. This report should contain enough information so that the job could be followed through on a day by day basis. This will be necessary for writing up the project history after completion of the work and might possibly show pitfalls that could be avoided in future operations.

SPECIAL:

- (1) Materials should be noted as to when ordered, expected arrival date and actual arrival date. If a delay is encountered it should be noted and what action was required if any.
- (2) The same holds true for Equipment.
- (3) Unforeseen problems encountered should be described in detail. (e.g.) Inclement weather, major equipment breakdowns, anything that might slow down or stop the work for an appreciable length of time.
- (4) State or Federal visitors, or legislatures or any one of note that might visit the project. If possible get their name, organization represented and any comments pertaining to the work.
- (5) Anything related to the project that might be of interest that might not be normally noted.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

Nº 002572

INSPECTOR'S DAILY REPORT

PROJECT NO.: \_\_\_\_\_ NAME: \_\_\_\_\_

ITEM NO. & DESCRIPTION

LIMITS (SOURCE)

Sta. \_\_\_\_\_ to \_\_\_\_\_

Sta. \_\_\_\_\_ to \_\_\_\_\_

Pit \_\_\_\_\_

LIMITS (PLACEMENT)

Sta. \_\_\_\_\_ to \_\_\_\_\_

Sta. \_\_\_\_\_ to \_\_\_\_\_

Sta. \_\_\_\_\_ to \_\_\_\_\_

| EQUIPMENT |       | PERSONNEL |       |
|-----------|-------|-----------|-------|
| _____     | _____ | _____     | _____ |
| _____     | _____ | _____     | _____ |
| _____     | _____ | _____     | _____ |
| _____     | _____ | _____     | _____ |
| _____     | _____ | _____     | _____ |
| _____     | _____ | _____     | _____ |
| _____     | _____ | _____     | _____ |
| _____     | _____ | _____     | _____ |

**REMARKS**  
(Include Equipment Breakdown)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DATE: \_\_\_\_\_ SHIFT: \_\_\_\_\_ to \_\_\_\_\_ INSPECTOR: \_\_\_\_\_









LSR&T  
RECONNAISSANCE CHECK LIST

Date: \_\_\_\_\_

Attended by: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

1. Project Description: (length, typical section, plan and location.)

2. Estimated Cost:

3. R.O.W. Clear - Letter of Certification: \_\_\_\_\_  
\_\_\_\_\_

4. Any utilities requiring relocation? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. Photos.

6. Costs incurred prior to agreement are not reimburseable: \_\_\_\_\_  
\_\_\_\_\_

7. Local Government Participation.

- 1. Administration. \_\_\_\_\_
- 2. P.E. \_\_\_\_\_
- 3. Labor \_\_\_\_\_
- 4. Equipment \_\_\_\_\_
- 5. Material \_\_\_\_\_
- 6. Money \_\_\_\_\_
- 7. R.O.W. \_\_\_\_\_
- 8. Other \_\_\_\_\_

8. Pay Scales Used \_\_\_\_\_  
\_\_\_\_\_

9. Equipment Rental Rates: \_\_\_\_\_  
\_\_\_\_\_

10. Employment card if governing body not making deductions for payroll: \_\_\_\_\_

11. Equipment Rental Agreement to be completed prior to starting work: \_\_\_\_\_

12. Separate project checking account required to be countersigned by LSR&T Engineer: \_\_\_\_\_

13. Bank name and location: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

14. Governing body signatures for account.  
\_\_\_\_\_  
\_\_\_\_\_

- 15. Local foreman available? \_\_\_\_\_  
\_\_\_\_\_
- 16. Daily and weekly report forms to be furnished by Department. \_\_\_\_\_  
\_\_\_\_\_
- 17. Maintenance by \_\_\_\_\_  
\_\_\_\_\_
- 18. Airport clearance required? \_\_\_\_\_  
\_\_\_\_\_
- 19. Historical Preservation Act: \_\_\_\_\_  
\_\_\_\_\_
- 20. Structures: \_\_\_\_\_
- 21. Materials: \_\_\_\_\_
- 22. Survey Required: \_\_\_\_\_  
By whom: \_\_\_\_\_

RECONNAISSANCE REPORT

District: \_\_\_\_\_ Name of Route \_\_\_\_\_

Termini: From \_\_\_\_\_ To \_\_\_\_\_ Length of Project \_\_\_\_\_

(INCLUDE MAP SHOWING PROJECT LIMITS)

Type of service to be provided: \_\_\_\_\_

Describe Existing Facility: \_\_\_\_\_

Proposed Facility: \_\_\_\_\_

Present System: \_\_\_\_\_ No. of persons served: \_\_\_\_\_

Location of materials sources: \_\_\_\_\_

Estimated Costs

| P.E. | R/W | Construction | Constr.<br>Engineering | Total |
|------|-----|--------------|------------------------|-------|
|      |     |              |                        |       |

Type of R/W to be acquired: \_\_\_\_\_

Name of Head of Local Government: \_\_\_\_\_

Remarks (possible causes of delay, e.g. R/W, land claims, materials, etc.)

Construction Site Access: \_\_\_\_\_

REIMBURSABLE SERVICES AGREEMENT

STATE OF ALASKA

AMENDMENT NO.: \_\_\_\_\_

I. DESCRIPTION:

B & M RSA LOG NO.: \_\_\_\_\_

THE \_\_\_\_\_ (AGENCY) \_\_\_\_\_ HEREBY REQUESTS THE FOLLOWING

SERVICES TO BE PERFORMED BY THE \_\_\_\_\_ (AGENCY)

PROJECT OR PROGRAM TITLE: \_\_\_\_\_

DESCRIPTION OF SERVICE TO BE PROVIDED: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

TERMS AND MECHANICS OF REIMBURSEMENT: \_\_\_\_\_

\_\_\_\_\_

DATE WORK TO COMMENCE: \_\_\_\_\_ DATE COMPLETION REQUIRED: \_\_\_\_\_

II. BUDGETING AND ACCOUNTING INFORMATION:

THIS SERVICE REQUIREMENT  WAS  WAS NOT DOCUMENTED IN THE REQUESTING AGENCY'S BUDGET. (REF: FY \_\_\_\_\_ BUDGET, PAGE NO. \_\_\_\_\_)

THIS SERVICE REQUIREMENT  WAS  WAS NOT DOCUMENTED IN THE SERVICING AGENCY'S BUDGET. (REF: FY \_\_\_\_\_ BUDGET, PAGE NO. \_\_\_\_\_)

REQUESTING AGENCY ACCOUNT NUMBER(S) TO BE CHARGED: (1) \_\_\_\_\_ CONTINUING FUNDS?  YES  NO IF YES, AUTHORITY?: \_\_\_\_\_

(2) \_\_\_\_\_ CONTINUING FUNDS?  YES  NO IF YES, AUTHORITY?: \_\_\_\_\_

REQUESTING AGENCY ENCUMBRANCE NUMBER: \_\_\_\_\_

III. SCHEDULE OF MAXIMUM COSTS TO BE INCURRED:

| OBJECT OF EXPENDITURE | ORIGINAL AGREEMENT | ALL PREVIOUS AMENDMENTS | THIS AMENDMENT | TOTAL |
|-----------------------|--------------------|-------------------------|----------------|-------|
| PERSONAL SERVICES     | _____              | _____                   | _____          | _____ |
| EQUIPMENT             | _____              | _____                   | _____          | _____ |
| LANDS AND BUILDINGS   | _____              | _____                   | _____          | _____ |
| OTHER (ITEMIZE):      | _____              | _____                   | _____          | _____ |
|                       | _____              | _____                   | _____          | _____ |
| TOTAL MAXIMUM COST:   | =====              | =====                   | =====          | ===== |

IV. APPROVALS AND CERTIFICATIONS:

1. REQUESTING AGENCY:

IN ADDITION TO AGREEING TO THE ABOVE STIPULATIONS, I CERTIFY, BASED ON THE ABOVE COST SCHEDULE, THAT SUFFICIENT FUNDS ARE AUTHORIZED AND AVAILABLE TO PAY THIS OBLIGATION, THAT THE ACCOUNTING CODE(S) TO BE CHARGED HAS (HAVE) A BALANCE SUFFICIENT TO COVER THIS OBLIGATION AND THAT A BALANCE WILL BE MAINTAINED IN THIS (THESE) ACCOUNT(S) SUFFICIENT TO PAY ANY AGENCY OBLIGATIONS ESTABLISHED BY THIS AGREEMENT.

\_\_\_\_\_  
AUTHORIZED SIGNATURE DATE

2. SERVICING AGENCY APPROVAL:

\_\_\_\_\_  
AUTHORIZED SIGNATURE DATE

3. DIVISION OF BUDGET AND MANAGEMENT APPROVAL:

\_\_\_\_\_  
AUTHORIZED SIGNATURE DATE

RIGHT OF ENTRY AND EASEMENT

WHEREAS, the STATE OF ALASKA, is willing to construct a Boardwalk and Foot Bridges through certain properties described below and the various owners and/or occupants are in agreement with the State's desire to construct said Boardwalk and Foot Bridges;

NOW THEREFORE, in consideration of the mutual benefits to be derived therefrom, the undersigned hereinafter called the Grantor states that he is the owner of said premises and is legally entitled to grant this right of entry and easement to the State of Alaska hereinafter called the Grantee, and by this instrument does herewith grant the State of Alaska the right to enter upon the following described real property for the purposes of constructing said Boardwalk and Foot Bridges over, through and across said lands, said property being situated in the Iliamna Recording Precinct and more particularly described as follows:

A fifty foot strip along the westerly edge of U.S. Survey 5577 and generally following the existing trail.

EXAMPLE

It is agreed by the Grantee herein, that said road will be constructed along that certain alignment previously agreed upon, insofar as it is possible and that at a later date when such alignment had been ascertained the Grantor herein agrees to execute an easement in perpetuity to the Grantee establishing the route and width of said road.

Signed this \_\_\_ day of \_\_\_\_\_, 19\_\_\_\_

\_\_\_\_\_  
Grantor

ACKNOWLEDGMENT OF GRANTOR

STATE OF ALASKA     )  
                                  ) ss.  
                                  )

ON THIS \_\_\_ day of \_\_\_\_\_, 19\_\_\_, before me, the undersigned, a Notary Public in and for the said State, personally appeared \_\_\_\_\_, the Grantor, known to me to be the identical person who executed the foregoing instrument and \_\_\_\_\_ he acknowledged to me that \_\_\_\_\_ he signed the same as \_\_\_\_\_ free voluntary act and deed, with full knowledge of its contents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

My Commission Expires: \_\_\_\_\_  
Notary Public

The Department of Transportation and Public Facilities hereby accepts the above easement on behalf of the STATE OF ALASKA.

\_\_\_\_\_  
Region Right of Way and  
Land Acquisition Agent  
For the Commissioner

Project Pedro Bay  
Parcel USS 5577

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

SUPERVISOR'S SAFETY MEETING REPORT

TOTAL EMPLOYEES \_\_\_\_\_ REGION: \_\_\_\_\_

EMPLOYEES PRESENT \_\_\_\_\_ DIVISION: \_\_\_\_\_

DATE \_\_\_\_\_ SECTION: \_\_\_\_\_

STATION: \_\_\_\_\_

SUBJECT DISCUSSED: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

SAFETY SUGGESTIONS AND RECOMMENDATIONS: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SUGGESTIONS FOR FUTURE SAFETY MEETINGS: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ALL PERSONNEL IN ATTENDANCE SHALL  
SIGN BACK OF ORIGINAL.

\_\_\_\_\_  
SAFETY MEETING SUPERVISOR

\_\_\_\_\_  
TITLE

DISTRIBUTION OF COPIES:  
WHITE—STATE SAFETY OFFICER  
CANARY—MANAGER—M. O.  
PINK—RETAIN







Vendor Payment Authorization

Date: \_\_\_\_\_

TO: State of Alaska  
Department of Transportation  
and Public Facilities  
Local Service Roads & Trails

\_\_\_\_\_  
\_\_\_\_\_

Pay to \_\_\_\_\_, vendor, the amount  
of \$ \_\_\_\_\_ for the items as stated below:

Vendor: \_\_\_\_\_

Title: \_\_\_\_\_

Approved for Payment: \_\_\_\_\_

Project Engineer  
Department of Transportation  
and Public Facilities

PROJECT: \_\_\_\_\_ Activity: \_\_\_\_\_



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS  
WEEKLY EQUIPMENT/LABOR EXPENDITURE ACCOUNT

PROJECT NAME \_\_\_\_\_ PROJECT NO. \_\_\_\_\_

WEEK FROM \_\_\_\_\_ THRU \_\_\_\_\_

|                |        | DATE |     |     |     |     |     |     |     |  |  | WEEK TOTAL |
|----------------|--------|------|-----|-----|-----|-----|-----|-----|-----|--|--|------------|
| IDENTIFICATION |        |      | MON | TUE | WED | THU | FRI | SAT | SUN |  |  |            |
|                | HRS    |      |     |     |     |     |     |     |     |  |  |            |
| HOURLY RATE:   | AMOUNT |      |     |     |     |     |     |     |     |  |  |            |
|                | HRS    |      |     |     |     |     |     |     |     |  |  |            |
| HOURLY RATE:   | AMOUNT |      |     |     |     |     |     |     |     |  |  |            |
|                | HRS    |      |     |     |     |     |     |     |     |  |  |            |
| HOURLY RATE:   | AMOUNT |      |     |     |     |     |     |     |     |  |  |            |
|                | HRS    |      |     |     |     |     |     |     |     |  |  |            |
| HOURLY RATE:   | AMOUNT |      |     |     |     |     |     |     |     |  |  |            |
|                | HRS    |      |     |     |     |     |     |     |     |  |  |            |
| HOURLY RATE:   | AMOUNT |      |     |     |     |     |     |     |     |  |  |            |
|                | HRS    |      |     |     |     |     |     |     |     |  |  |            |
| HOURLY RATE:   | AMOUNT |      |     |     |     |     |     |     |     |  |  |            |
|                | HRS    |      |     |     |     |     |     |     |     |  |  |            |
| HOURLY RATE:   | AMOUNT |      |     |     |     |     |     |     |     |  |  |            |
|                | HRS    |      |     |     |     |     |     |     |     |  |  |            |
| HOURLY RATE:   | AMOUNT |      |     |     |     |     |     |     |     |  |  |            |
|                | HRS    |      |     |     |     |     |     |     |     |  |  |            |
| HOURLY RATE:   | AMOUNT |      |     |     |     |     |     |     |     |  |  |            |
|                | HRS    |      |     |     |     |     |     |     |     |  |  |            |
| HOURLY RATE:   | AMOUNT |      |     |     |     |     |     |     |     |  |  |            |
| DAILY HOURS    |        |      |     |     |     |     |     |     |     |  |  |            |
| DAILY AMOUNT   |        |      |     |     |     |     |     |     |     |  |  |            |

REMARKS \_\_\_\_\_

\_\_\_\_\_  
PROJECT ENGINEER

WEEKLY REPORT FORM  
=====

Location: \_\_\_\_\_

Project: \_\_\_\_\_

Date: \_\_\_\_\_

=====

| LABOR:<br>Name: | Job | Hours |      | Rate |      | Extensions | Cost |
|-----------------|-----|-------|------|------|------|------------|------|
|                 |     | Reg.  | O.T. | Reg. | O.T. |            |      |
|                 |     |       |      |      |      |            | \$   |
|                 |     |       |      |      |      |            |      |
|                 |     |       |      |      |      |            |      |
|                 |     |       |      |      |      |            |      |
|                 |     |       |      |      |      |            |      |
|                 |     |       |      |      |      |            |      |
|                 |     |       |      |      |      |            |      |
|                 |     |       |      |      |      |            |      |
|                 |     |       |      |      |      |            |      |
|                 |     |       |      |      |      |            |      |
| Sub-Total:      |     |       |      |      |      |            | \$   |

| EQUIPMENT: | Hours | Rate | Cost |
|------------|-------|------|------|
|            |       |      | \$   |
|            |       |      |      |
|            |       |      |      |
|            |       |      |      |
|            |       |      |      |
|            |       |      |      |
|            |       |      |      |
|            |       |      |      |
| Sub-Total: |       |      | \$   |

| MATERIALS  | Unit | Cost/Unit | Invoice No. | Cost |
|------------|------|-----------|-------------|------|
|            |      |           |             | \$   |
|            |      |           |             |      |
|            |      |           |             |      |
|            |      |           |             |      |
|            |      |           |             |      |
| Sub-Total: |      |           |             | \$   |

Computer By: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_

SHEET TOTAL \$ \_\_\_\_\_  
 PREVIOUS TOTAL \$ \_\_\_\_\_  
 TOTAL TO DATE \$ \_\_\_\_\_

Note: Foreman's Daily Report should be used for Backup.

LOCAL SERVICE ROADS AND TRAILS  
PARTIAL PAYMENT CERTIFICATION

Date \_\_\_\_\_

Project No. \_\_\_\_\_

Project Name \_\_\_\_\_

The \_\_\_\_\_ certifies that all items and amounts shown on this estimate number \_\_\_\_\_ for partial payment are correct; that all work has been performed and/or material supplied in full, in accordance with the requirements of the referenced project contract, and/or duly authorized deviations, substitutions, alterations, and/or additions; that the foregoing is a true and correct statement of the contract amount during the period from \_\_\_\_\_ through \_\_\_\_\_: that no part of the "Amount Due This Estimate" has been received. The records and accounts supporting the changes in this estimate are located in the office of \_\_\_\_\_ at \_\_\_\_\_ and may be audited by a representative of the state.

Certified As Being Correct:

Certified As Being Correct:

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Recommended for Payment:

\_\_\_\_\_  
LSR&T Representative                      Date

Approved for Payment:

\_\_\_\_\_  
Construction Chief                      Date

Total This Estimate                      \$ \_\_\_\_\_

Grand Total to Date                      \$ \_\_\_\_\_

Less Previous Payments                      \$ \_\_\_\_\_

Amount Due This Estimate                      \$ \_\_\_\_\_

LOCAL SERVICE ROADS AND TRAILS  
FINAL PAYMENT CERTIFICATION

Date \_\_\_\_\_

Project No. \_\_\_\_\_

Project Name \_\_\_\_\_

The \_\_\_\_\_ certifies that all items and amounts shown on this final estimate for payment are correct; that all work has been performed and/or material supplied in full, in accordance with the requirements of the referenced project contract, and/or duly authorized deviations, substitutions, alterations, and/or additions; that the foregoing is a true and correct statement of the contract amount; that no part of the "Amount Due This Estimate" has been received. The records and accounts supporting the changes in this estimate are located in the office of \_\_\_\_\_ at \_\_\_\_\_ and may be audited by a representative of the state.

Certified As Being Correct:

Certified As Being Correct:

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Recommended for Payment:

\_\_\_\_\_  
LSR&T Representative                      Date

Approved for Payment:

\_\_\_\_\_  
Construction Chief                      Date

Total This Estimate                      \$ \_\_\_\_\_  
Grand Total to Date                      \$ \_\_\_\_\_  
Less Previous Payments                      \$ \_\_\_\_\_  
Amount Due This Estimate                      \$ \_\_\_\_\_

- | <u>Attachments Check List</u> |   |
|-------------------------------|---|
| 1.                            | C.O.  |
| 2.                            | E.W.O.  |
| 3.                            | Billing for material                                |
| 4.                            | Contracting payment & acceptance                    |
| 5.                            | Billing for engineering fees                        |
| 6.                            | Administrative fees                                 |
| 7.                            | Documentation of payment of bills (checks/invoices) |
| 8.                            | Contractor's release                                |

SECTION V

ALASKA LOCAL ROADS & TRAILS DESIGN CRITERIA

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SECTION V

ALASKA LOCAL ROADS & TRAILS DESIGN CRITERIA  
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## SECTION V

### ALASKA ROADS & TRAILS DESIGN CRITERIA

#### INTRODUCTION

The design criteria contained in this section should be used for the design of all LSR&T projects. These criteria are a summation of nationally recognized roadway design criteria adopted by the American Association of State Highway and Transportation Officials (AASHTO) and modified by the Department to accommodate Alaskan conditions. When the design engineer finds the criteria contained herein to be unsuitable for a particular project, s/he is encouraged to use Chapter 11 - Design, of the DOT&PF Highway Preconstruction Manual in conjunction with the AASHTO publication A Policy on Geometric Design of Highways and Streets.

The LSR&T criteria in this section contains direct references to Chapter 11 of the Highway Preconstruction Manual. In those cases, the appropriate figures and/or sections of Chapter 11 are appended to this section and, by reference, are made part of the LSR&T design criteria.

Because of the relatively low traffic volumes and the extensive mileage, design standards for local roads and streets are of a comparatively low order as a matter of practicality. However, to provide traffic mobility and safety, together with economy in construction, maintenance, and operation, they must be planned, located, and designed to be suitable for traffic operations and must be consistent with the development and culture of the area.

Safety is an important factor in all roadway improvements. However, it may not be practical or possible to obtain obstacle-free roadsides. Every effort should be made to provide as much clear roadside as is practical. This becomes more important as speeds increase. Flatter slopes, guardrail, and warning signs help to achieve roadside safety.

LSR&T projects designed to criteria other than contained herein require approval of the Commissioner prior to advertising. When other criteria are to be used, it is recommended that the Commissioner's approval be sought as soon as possible in the design process so as to minimize re-design potential and consequent delay in the project schedule.

## PROJECT DESIGN

GENERAL. Before starting actual design of a project it is recommended that a summary of the project design criteria be made. Figure 11-0(1) of the DOT&PF Highway Preconstruction Manual (included in this Chapter) provides a guide as to the design criteria which should be identified prior to beginning design. For many LSR&T projects, not all of the DOT&PF criteria are applicable. It is suggested that the appropriate design criteria be summarized in a form similar to DOT&PF Figure 11-0(1) and the summarized criteria be approved by the appropriate body or person, before beginning design.

FUNCTIONAL CLASSIFICATION. Roadways are classified as arterials, collectors, or local roads or streets. Arterials are primarily for through traffic movement with traffic service to abutting lands incidental to through traffic. Local roads and streets are primarily for traffic service to abutting lands and through traffic is incidental and even discouraged, if possible. Collectors are roadways that gather traffic from local roads and streets and transfer it to arterials at a minimal number of intersections on the arterials. Collectors serve through traffic and abutting lands about equally. Most LSR&T projects are local roads and streets.

DESIGN TRAFFIC VOLUMES. Where roadways have a current average daily traffic (ADT) of 400 vehicles per day or less, the current ADT should be the basis of design. For roadways with current ADT's over 400, the design hourly volume (DHV) anticipated to be using the roadway twenty (20) years after construction should be used. To avoid implying an accuracy which doesn't exist, the design year should be designated in the five year increments. (i.e. 1995, 2000, 2005, etc.).

DESIGN SPEED. The selected design speed for a given project should be as high as possible commensurate with topography and economics, and should not be less than the values below, considering traffic volume and terrain.

| <u>TYPE OF<br/>TERRAIN</u> | <u>DESIGN SPEED (mph) FOR VOLUME OF:</u> |          |            |           |
|----------------------------|--|----------|------------|-----------|
|                            | ADT                                      | ADT      | ADT        | DHV       |
|                            | Under 50                                 | 50 - 250 | 250 - 400* | 100 - 900 |
| Level                      | 30                                       | 30       | 40         | 50        |
| Rolling                    | 20                                       | 30       | 30         | 40        |
| Mountainous                | 20                                       | 20       | 20         | 30        |

\* Or DHV less than 100

ROADWAY CROWN. To facilitate drainage, tangent two-way roadways should be crowned in the center with 0.02 ft/ft cross-slope downward to each side. On gravel roadways a cross slope of 0.03 ft/ft may be used. Tangent one-way roadways should have a uniform cross slope of 0.02 ft/ft (or 0.03 ft/ft for gravel) with the high point the left edge of traveled way with respect to traffic direction.

SUPERELEVATION. Superelevation of horizontal curves should conform with Figure 11-03(1) of the DOT&PF Highway Preconstruction Manual (Manual). On low design speed (40 mph or less) roadways or turning roadways, superelevation rates shown in Figure 11-05(1) of the Manual may be used.

Superelevation transitions should conform to the lengths and positioning with respect to the beginning and end of curve as shown in Figures 11-03(2) and 11-03(3) of the Manual.

SIGHT DISTANCE. Safe stopping sight distance and passing sight distance for specific design speeds are shown in Figure 11-03(4) of the Manual.

GRADES. The maximum longitudinal gradient for any roadway should not exceed the values shown in Figure 11-03(4) of the Manual. Where curbs exist minimum longitudinal grades should not be less than 0.35%. Where curbs do not exist the minimum longitudinal grade is recommended to be not less than 0.20%, to facilitate drainage during spring thaw conditions when snow berms act as curbs.

ALIGNMENT. Horizontal alignment should be as direct as possible, considering topography and economics. Horizontal curves should be flatter and longer than the design minimums shown in Figure 11-03(4) of the Manual. Tangents between horizontal curves should not be less than the sum of the superelevation transition lengths for the curves. Sight distance on horizontal curves should be adequate for the selected design speed. Figure 11-03(5) of the Manual provides a guide for determining adequate horizontal sight distance.

Vertical alignment should have grades equal to or less than the maximums shown in Figure 11-03(4) of the Manual. Vertical curves should conform to the stopping sight distance values shown in Figures 11-03(6), and 11-03(7) of the Manual for all roadways. Passing sight distance is desirable on rural roadways where it can be obtained at reasonable cost.

WIDTH OF ROADWAY. The width of roadway including traveled way and shoulders is a function of traffic volume and design speed. The higher the volume and/or the faster the design speed the greater the need for a wider roadway to provide safe, efficient transportation facilities. Roadway widths should equal or exceed the sum of traveled way and shoulder widths shown below.

TRAVELED WAY WIDTH (ft)

| Design Speed                           | ADT<br>Less than 50 | ADT<br>50-250 | ADT<br>250-400 | DHV Less<br>Than 100 | DHV<br>100-200 | DHV<br>200-400 | DHV<br>400-900 |
|--|---------------------|---------------|----------------|----------------------|----------------|----------------|----------------|
| 10                                     | 18                  | 18            | NA             | NA                   | NA             | NA             | NA             |
| 20                                     | 18                  | 18            | 20             | 20                   | 20             | 22             | 24             |
| 30                                     | 20                  | 18            | 20             | 20                   | 20             | 22             | 24             |
| 40                                     | 20                  | 20            | 20             | 22                   | 22             | 22             | 24             |
| 50                                     | 24                  | 20            | 20             | 22                   | 22             | 24             | 24             |
| 60                                     | 24                  | 20            | 22             | 22                   | 22             | 24             | 24             |
| Shoulder<br>Width (ft)<br>(All Speeds) | -0-                 | 2             | 2              | 4                    | 6              | 8              | 8              |

NA = Not applicable. Design speeds of 10 mph should not be used for roadways having current ADT's exceeding 250 vehicles per day.

SLOPES. Roadway side slopes should not be steeper than the following:

EARTH OR BROKEN ROCK SLOPES FOR DESIGN\*

| <u>Height of<br/>Fill or Cut</u> | <u>Slope Ratio; Horizontal to Vertical</u> |                  |
|----------------------------------|--|------------------|
|                                  | <u>Foreslope</u>                           | <u>Backslope</u> |
| 0' - 5'                          | 4:1  | 4:1              |
| 5' - 10'                         | 3:1  | 3:1              |
| 10' - 15'                        | 2:1**                                      | 2:1**            |
| Over 15'                         | 1½:1**                                     | 1½:1**           |

\* Solid rock slopes may be as steep as possible considering the stability of the Material.

\*\* Slopes 2:1 or steeper require soils investigation to assure stability and traffic barrier analysis for safety.

STRUCTURES

Bridges and other vehicular structures should be as wide as the total adjacent roadway including traveled way plus shoulders. In urban areas or other locations where pedestrians are prevalent, the structure should have at least one sidewalk. The structure should be designed in accordance with the most current edition of Standard Specifications for Highway Bridges - AASHTO; and be designed for a minimum HS-20 loading.

For low volume (less than 400 DHV) roadways the minimum width of structure may be less than the full roadway width provided the width is not less than that shown below:

| <u>Traffic<br/>Volume</u> | <u>Minimum Clear Roadway Width<br/>(Rail to rail or curb to curb whichever is less)</u> |
|---------------------------|---|
| Current ADT under 400     | Traveled Way plus 2 feet each side  |
| Current ADT over 400      | Traveled Way plus 3 feet each side  |
| Future DHV under 400      | Traveled Way plus 3 feet each side  |
| Future DHV 400 and over   | Full approach roadway   |

Where substandard structures exist within a proposed project, the structures may remain if they meet or exceed the following minimum criteria:

| <u>Traffic Volume</u> | <u>Minimum Design Loading</u> | <u>Minimum Structure Roadway Width (a)</u> |
|-----------------------|-------------------------------|--|
| Current ADT 0-50      | H-10                          | 20 (b)                                     |
| Current ADT 50-250    | H-15                          | 20   |
| Current ADT 250-400   | H-15                          | 22   |
| Future DHV 100-200    | H-15                          | 22   |
| Future DHV 200-400    | H-15                          | 24   |
| Future DHV 400-900    | H-15                          | 28   |

- (a) Clear width between curbs or rails, whichever is lesser. In no case shall the minimum clear width be less than the approach traveled way width.
- (b) Single lane structure width 12' - 14'.

Vertical clearance over roadways should be as shown in Figure 11-04(3) of the Manual. Overhead utilities should be at least 20 feet above any part of the roadway.

HORIZONTAL CLEARANCES TO OBSTRUCTIONS (Clear Zones). Where low speed (40 mph or less) roadways are curbed, non-breakaway obstacles should be at least 1.5 feet behind the face of curb. On low speed uncurbed roadways, a clear zone of at least ten feet (10') measured from the edge of the traveled way, should be provided. On roadways designed for speeds in excess of 40 mph, the width of clear zone on tangents should conform to the appropriate values in Figure 11-04(1) of the Manual. On curves, additional width of clear zone as shown in Figure 11-04(2) of the Manual should be added to the basic tangent clear zone width.

Example 1.  
 ADT = 5000  
 Average Weighted Slope = 6:1 (Downhill)  
 Design Speed = 70 mph  
 Clear Zone Width = 35'

Example 2.  
 ADT = 600  
 Average Weighted Slope = 6:1 (Uphill)  
 Design Speed = 60 mph  
 Clear Zone Width = 20'

Example A.  
 Same data as Example 1 plus roadway is on 2.5 degree curve.  
 $\Delta CZ = 43$   
 Total CZ = 35 + 43 = 78'

Example B.  
 Same data as Example 2 plus roadway is on 3.5 degree curve.  
 $\Delta CZ = 35$   
 Total CZ = 20 + 30 = 55'

INTERSECTION DESIGN. Intersections should be located so as to avoid steep profile grades and should have adequate sight distance along the intersecting roadways so as to provide adequate intervisibility for approaching drivers. Corner sight distance where vehicles on one roadway must stop can be taken from the following:

| <u>Through Roadway</u> | <u>Intersection<br/>Sight Distance</u> |
|------------------------|--|
| 20                     | 210                                    |
| 30                     | 310                                    |
| 40                     | 415                                    |
| 50                     | 515                                    |
| 60                     | 650                                    |

The intersection sight distance is measured from a point on the stopped roadway at least 15 feet from the through roadway edge of traveled way to a point in the middle of each direction approach lane on the through roadway. Height of eye for stopped driver is 3.50 feet and height of approaching object is 4.25 feet.

For uncontrolled intersections, the approaching drivers should have continuous intervisibility from a distance equal to the appropriate stopping sight distance along each approach roadway.

Roadways at intersections should desirably meet at a 90° angle and should never meet at less than a 60° angle. Edges of pavement at intersections should be designed to accommodate the largest vehicle expected to use either roadway. In rural areas a fifty-foot (50') radius edge of roadway between two adjacent intersection legs will usually accommodate the majority of vehicles. In urban areas where curbs are used, a forty-foot (40') radius curb return is desirable and a twenty-foot (20') return is minimum.

RAILROAD GRADE CROSSING. Appropriate railroad grade-crossing warning devices shall be installed on the roadway approaches to the crossing. Details of the devices to be used and when they should be used are contained in the Alaska Traffic Manual.

Where automatic signaling devices; i.e. train actuated flashing lights or crossing gates, are in place, the driver approaching on the roadway is advised of the approaching train by the signaling devices. State law requires the driver to stop in obedience to these signaling devices and allows the driver to continue through the crossing only after stopping and when safe to do so. In the situations where automatic devices are present (or will be installed as part of the project), the stopped driver is assumed to be located 25 feet from the nearest rail and he must be able to see an approaching train for a distance along the track as follows:

$$D_T = 23.98 V_T$$

Where:

$D_T$  = Distance along the track (feet)

$V_T$  = Train speed (maximum anticipated) in mph

Where no automatic, train actuated signaling devices are in place, the railroad and roadway legs of the sight distance triangles are as follows:

$$D_H = SSD + 25$$

$$D_T = SSD + 100$$

Where:

$D_H$  = Distance along the highway from the nearest rail (ft)

$D_T$  = Distance along the track from the edge of roadway (ft)

SSD = Stopping sight distance appropriate for the roadway design speed

The entire area within the sight distance triangle should be free of objects that would essentially interfere with the drivers view of an approaching train.

CURBS. Curbs are used primarily for drainage control, roadway delineation, and vehicle access control. Barrier curbs are not to be used in rural areas or where design speeds exceed 40 mph. Median curbs and traffic island curbs should be of the mountable type. Curbs should be offset a minimum of one foot (1') and preferably two feet (2') from the edge of traveled way. Where shoulders are used, curbs should be a full shoulder width from the edge of traveled way. Curbs should not be used in front of traffic barriers (guardrail). Curb types are shown in Figure V-1. Where curbs are used minimum gradient should not be less than 0.35%.

SIDEWALKS. Sidewalks are paved facilities for use by pedestrians. The minimum sidewalk width should be four feet (4'). Where sidewalks are placed immediately behind or less than two feet from a curb, the minimum sidewalk width should be six feet (6'). In rural areas, if a sidewalk is to be provided, it should be well removed from the vehicular roadway. Maximum gradient for a sidewalk should not exceed 1 foot vertically for 12 feet horizontally, even where curb cut ramps or driveways interrupt the walkway. This 12:1 limitation does not apply where roadway gradients exceed 7.0%.

TRAILS. Trails are traffic ways for many modes of transportation, including but not limited to pedestrians, sleds, snow machines, all-terrain vehicles, etc. Trails may have surfaces of compacted soil, rocks, gravel, lumber, or asphalt treatment. Trails should be designed for the most demanding (usually largest) vehicle, pedestrian or other traffic unit expected to use the trail on a repetitive basis. Trails for snow machines and all-terrain vehicles should be designed consistent with the standards for roadways except that the total desirable width of trail surface should be four times (4X) the width of the design vehicle with a minimum width of two times (2X) the width of the design vehicle. Bicycle trails should be designed in conformance with the AASHTO publication "Guide for Development of New Bicycle Facilities - 1981"; except that the minimum width of bike path is eight feet (8'); the minimum width of shoulder is one foot (1'); and the minimum clearance from edge of path to a vertical obstruction over six inches (6") high is two feet (2').

Trails for animal drawn sleds, pedestrians and skiers should be designed wide enough to accommodate two-directional traffic at all points and should not exceed a twelve percent (12%) gradient at any point.

Due to the inherent nature of trails, handicapped access provisions of Department regulations do not apply to trails.

DRAINAGE CHANNELS. Drainage channel side slopes adjacent to the roadside should not be steeper than 4:1. Drainage channel depths should be sufficient to remove anticipated water without saturating the subgrade. Minimum flow line grades should be sufficient to avoid sedimentation and maximum flow line grades should not be so great as to incur scour during design flow.

CUL-DE-SACS (TURNAROUNDS). A local street or road open at one end only, should have a cul-de-sac at the closed end. Cul-de-sacs in residential areas usually have a 30-foot radius. If parking is to be allowed on the cul-de-sac a 40-foot radius should be used. In commercial, industrial, and rural areas a 45-foot radius is minimum and a 60-foot radius is preferred to accommodate trucks.

ALLEYS. Where used, alleys should be 20 feet in width in residential areas and 30 feet wide in commercial and industrial areas. Curb return radii where the alley intersects a street should be a 5-foot radius in residential areas and 10-foot radius in commercial and industrial areas. Minimum alley gradient is 0.20%.

CURB-CUT RAMPS. Wherever curbs are placed at an intersection (or other crosswalk location), curb-cut ramps for wheel chair access shall be provided. Minimum width of ramp, exclusive of side slopes, is 4 feet. Ramp side slopes should not be steeper than 12:1 within sidewalk areas and 4:1 otherwise (Horizontal: Vertical).

DRIVEWAYS. A driveway is the connection within the R/W from the roadway to private property adjacent to the R/W. Driveways should be designed in conformance with local governing body driveway regulations or, in conformance with the Department of Transportation and Public Facilities Driveway Regulations depending on maintenance responsibility. No sidewalk area within a driveway should have a slope steeper than 12:1 (Horizontal to Vertical).

UTILITIES. Public rights of way in Alaska are required to accommodate linear utilities. Underground utilities should be placed in the shoulder area or even further from the traveled way, so as to minimize interference with traffic during utility maintenance operations. Pole lines should be set in accordance with the criteria in Horizontal Clearance to Obstructions.

LIGHTING. Roadway illumination, if provided, should have illumination intensity which conforms to the following:

|                       | <u>Average Horizontal Footcandles</u> |                    |
|-----------------------|---------------------------------------|--------------------|
| <u>Classification</u> | <u>Industrial &amp; Commercial</u>    | <u>Residential</u> |
| Street or Road        | 0.9                                   | 0.4                |
| Alley                 | 0.6                                   | 0.2                |
| Sidewalk              | 0.9                                   | 0.2                |

The uniformity ratio, average-to-minimum, should not be worse than the following:

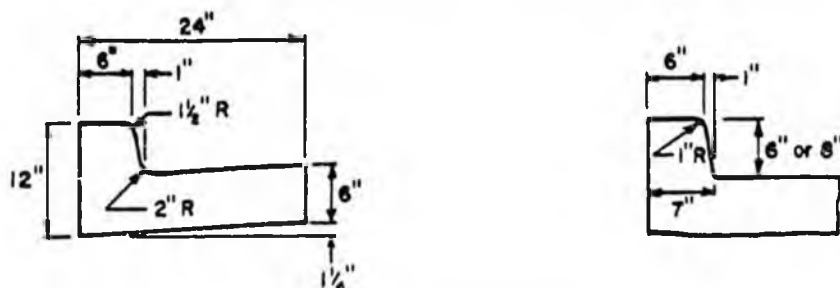
Residential roadways 6:1  
Commercial/Industrial roadways 3:1  
Residential walkways 10:1  
Commercial/Industrial walkways 4:1

To reduce glare the lighting units should be placed as high above the roadway/walkway as practicable.

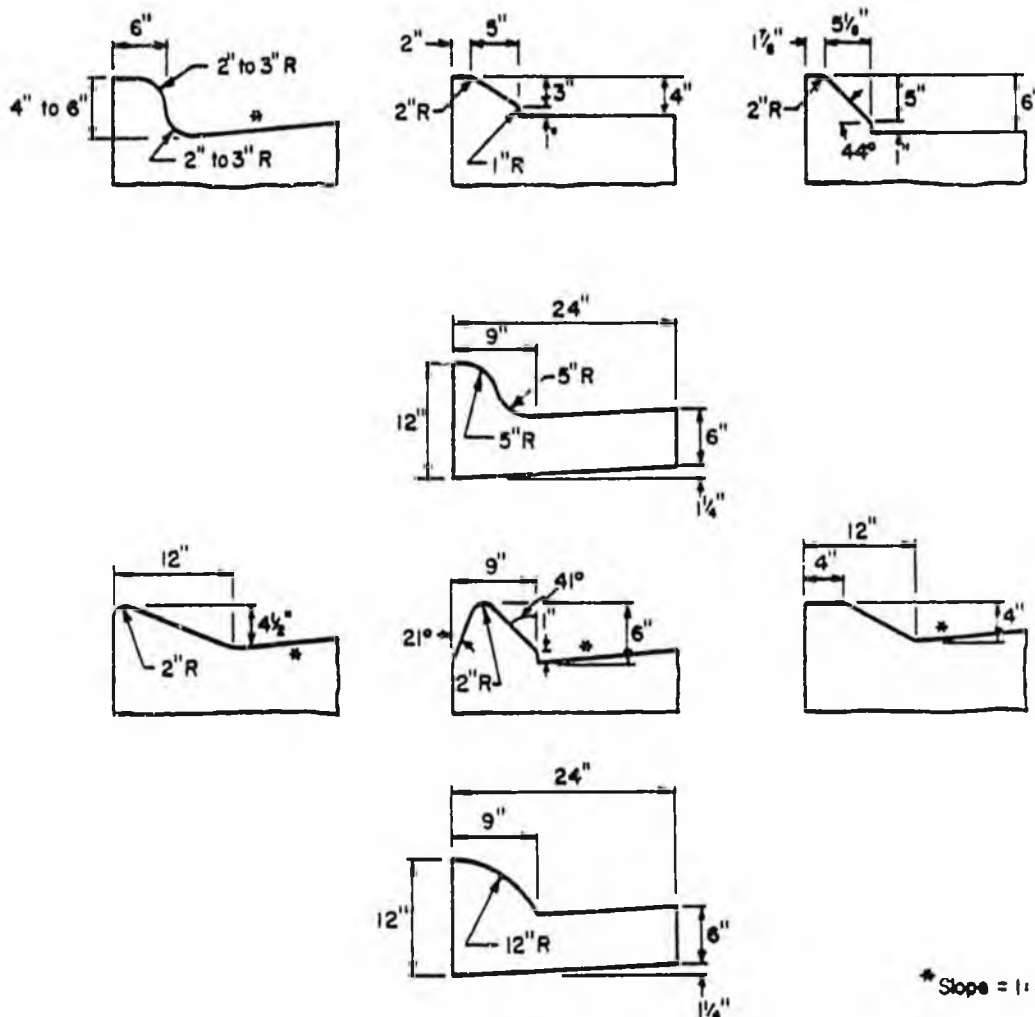
TRAFFIC CONTROL DEVICES. All traffic control devices shall conform with the criteria in the Alaska Traffic Manual.

TRAFFIC BARRIERS. Traffic barriers (guardrail and crash cushions) should conform with the criteria in Section 11-11 of the Department's Highway Preconstruction Manual.

# TYPICAL HIGHWAY CURBS



## BARRIER CURBS



\* Slope = 1:12

## MOUNTABLE CURBS

Figure X-1

ALASKA DOT & PF HIGHWAY PRECONSTRUCTION MANUAL  
Chapter 11 - Design

July 1984

Figure 11-0(1)

PROJECT DESIGN CRITERIA

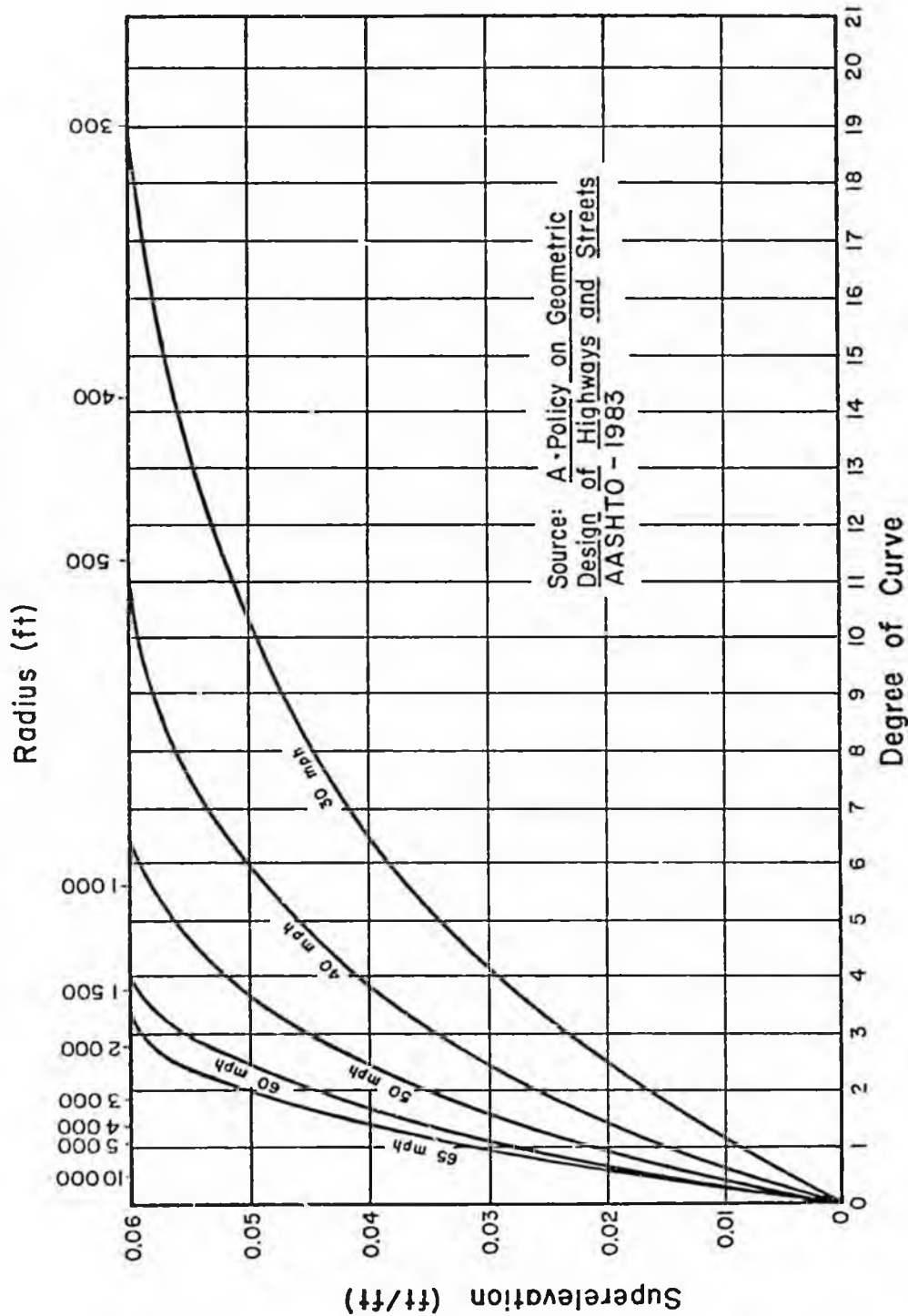
Project \_\_\_\_\_  
Functional Classification \_\_\_\_\_  
Design Year (Usually 5-year increment at least 20  
years after construction) \_\_\_\_\_  
Present ADT \_\_\_\_\_  
Design Year ADT \_\_\_\_\_  
DHV \_\_\_\_\_  
Directional Split (D) \_\_\_\_\_  
Percent Trucks (T) \_\_\_\_\_  
Equivalent Axle Loadings (EAL) \_\_\_\_\_  
Pavement Design Year (Construction Year + N) \_\_\_\_\_  
Design Vehicle (Usually AASHTO WB-50) \_\_\_\_\_  
Design Speed \_\_\_\_\_  
Stopping Sight Distance \_\_\_\_\_  
Passing Sight Distance \_\_\_\_\_  
Maximum Allowable Grade \_\_\_\_\_  
Minimum Allowable Grade \_\_\_\_\_  
Maximum Allowable Degree of Curvature \_\_\_\_\_  
Minimum K-value for Vertical Curves: Sag \_\_\_\_\_ Crest \_\_\_\_\_  
Number of Roadways \_\_\_\_\_  
Width of Traveled Way \_\_\_\_\_  
Width of Shoulders \_\_\_\_\_  
Surface Treatment: T/W \_\_\_\_\_ Shoulders \_\_\_\_\_  
Side Slope Ratios: Foreslopes \_\_\_\_\_ Backslopes \_\_\_\_\_  
Degree of Access Control \_\_\_\_\_  
Median Treatment (If applicable) \_\_\_\_\_  
Illumination \_\_\_\_\_  
Curb Usage and Type \_\_\_\_\_  
Bicycle Provisions \_\_\_\_\_  
Pedestrian Provisions \_\_\_\_\_  
Misc. Criteria \_\_\_\_\_  
Proposed by \_\_\_\_\_ Accepted by \_\_\_\_\_  
Design Engineer Design Chief

FIGURE 1

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Figure 11-03(1)

# DESIGN SUPERELEVATION RATES



For use in design of new roadways and major reconstruction of existing facilities. Design curves based on minimal friction factors for flat curves with increasing friction factors to maximum allowable for given speed. For actual "Safe Speeds on Horizontal Curves" (i.e. "maximum" safe speed for normal conditions) see Figure 2C-35 of the ATM.

FIGURE 1

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Figure 11-03(2)

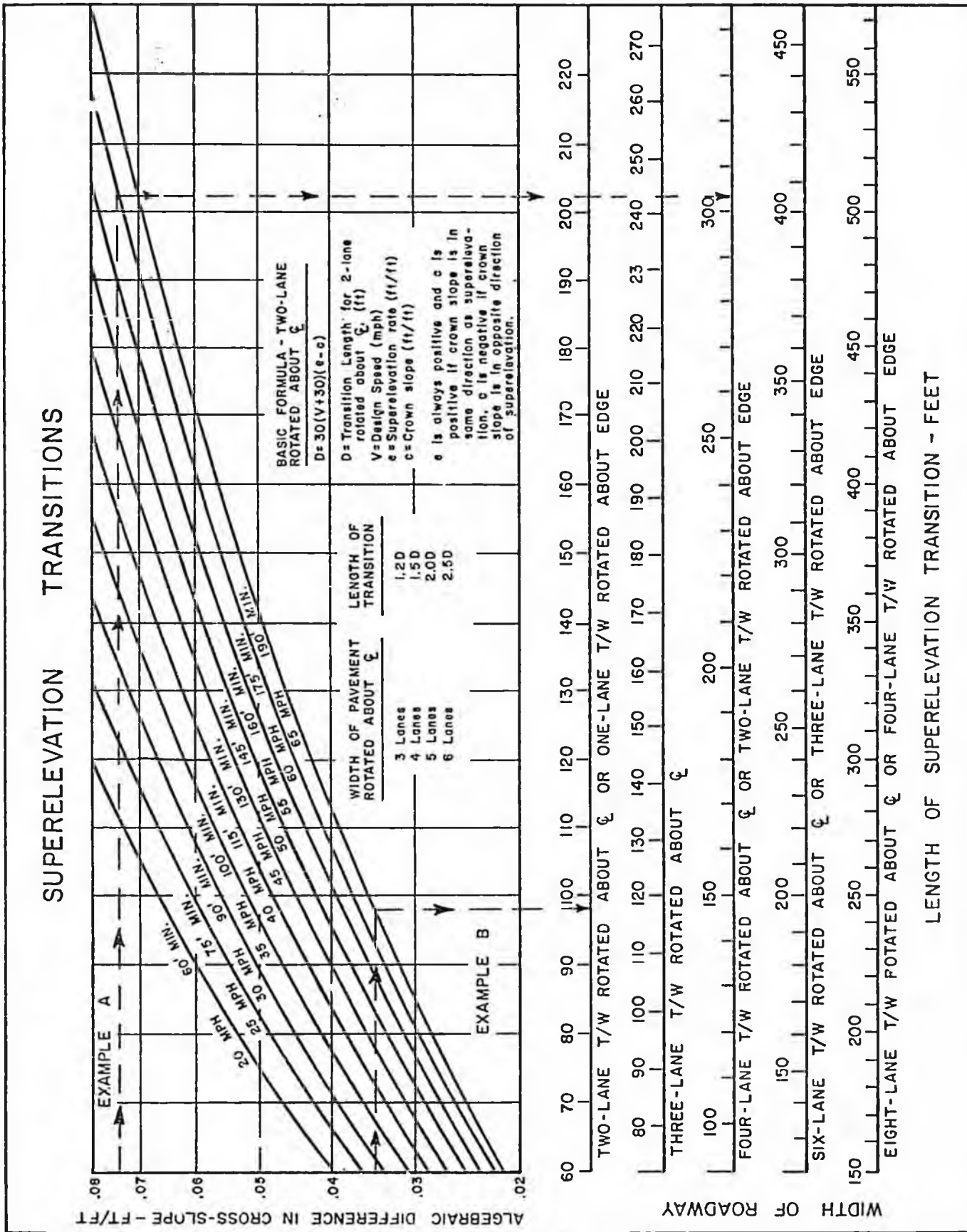


FIGURE 2

SUPERELEVATION TRANSITIONS

1. To determine length of a superelevation transition:

- a) Refer Figure 2 at the point on left vertical axis where the value equals the algebraic difference between the crown slope at the beginning of the transition and the full superelevation allowed for the horizontal curve. Examples: A = 0.015 super - (-0.02) crown = 0.035. B = 0.35 super - 0.02 crown = 0.33.
- b) Move left horizontally until intersecting the curve representing the design speed. Examples: A = 60 mph. B = 45 mph.
- c) Move down vertically to the appropriate horizontal scale representing the type of roadway being superelevated and read length of transition. If scale length is less than minimum shown on the design speed curve, use minimum for design speed. Examples: A = Two Lane road with about edge = 30'. B = Two Lane road with about centerline = 3'. However, 95 is less than minimum 190' so use 190'.

2. Transitions should normally be placed such that one-third of the transition length is within the horizontal curve and two-thirds of the length is on the tangent. To keep side thrust f-values within allowable limits the entire superelevation transition should be located on the tangent outside the horizontal curve whenever superelevation values are less than values shown in Figure 1 or the curve is sharper than indicated below for a given design speed.

| Design Speed MPH | Maximum Degree of Curve | Minimum Radius (feet) |
|------------------|-------------------------|-----------------------|
| 20               | 43.50                   | 125                   |
| 25               | 27.00                   | 200                   |
| 30               | 18.23                   | 300                   |
| 35               | 13.00                   | 450                   |
| 40               | 9.75                    | 600                   |
| 45               | 7.50                    | 750                   |
| 50               | 6.00                    | 950                   |
| 55               | 4.50                    | 1275                  |
| 60               | 3.50                    | 1625                  |
| 65               | 3.00                    | 1900                  |

3. Two-way roadways and one-way urban streets are normally pointed about centerline to minimize roadway distortion, shorten transition lengths and minimize costs. Where such rotation about centerline will cause drainage problems, or other undesirable conditions, rotation about inside edge of traveled way may be warranted. Where appearance of elevated outside edge or other condition warrants, the traveled way may be rotated about the outside edge. Whenever edge of traveled way is used for the point of rotation, the superelevation transitions will be correspondingly longer as indicated in Figure 2.

4. One-way roadways on divided highways, ramps and turning roadways are normally pointed about the left traffic edge of traveled way to minimize distorted medians and facilitate merging and diverging geometrics.

5. Superelevation should be carried across the entire roadway, including auxiliary lanes and shoulders, except that where inside shoulders exceed superelevation cross slope values the normal shoulder slope should be retained.

6. The minimum length of tangent between horizontal curves in opposite directions is the sum of the superelevation transition lengths on the tangent for each curve assuming zero crown cross slope on the tangent. Caution: See Note 2 above regarding placement of superelevation transition where f-values are on the curve.

7. Edges of pavement should be matched with vertical curves at each end of the transition. Lengths of vertical curves in feet should not be less than the numeric value of the design speed in mph.

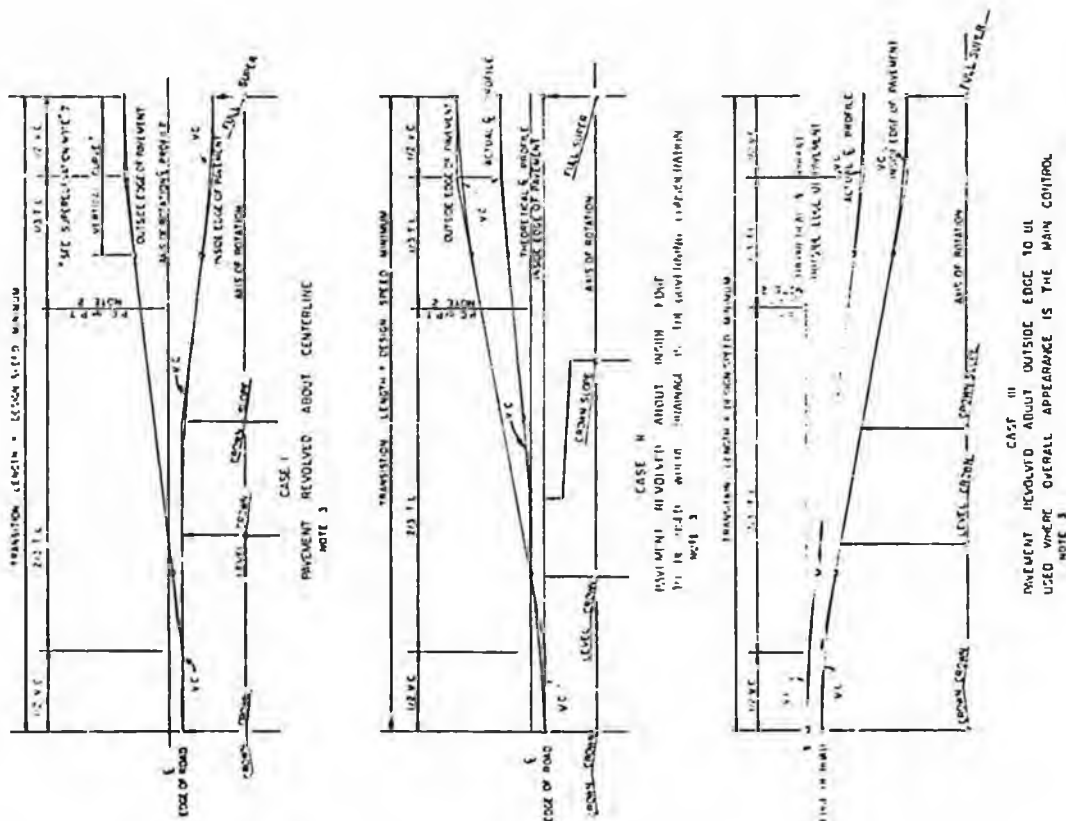


FIGURE 3

July, 1984

Figure 11-03(4)

HORIZONTAL CURVE, GRADE, AND SIGHT DISTANCE CRITERIA

| DESIGN SPEED | SIGHT DIST. (4) |         | HORIZONTAL CURVES |                     |                 |                     |                     |          | MAXIMUM GRADES (3) |                      |   |       |    |   |    |    |
|--------------|-----------------|---------|-------------------|---------------------|-----------------|---------------------|---------------------|----------|--------------------|----------------------|---|-------|----|---|----|----|
|              | STOPPING        | PASSING | DESIRABLE (1)     |                     | MINIMUM         |                     | MINIMUM LENGTH FEET | ARTERIAL |                    | FUNCTION AND TERRAIN |   | LOCAL |    |   |    |    |
|              |                 |         | RADIUS FEET (2)   | DEGREE OF CURVE (2) | RADIUS FEET (2) | DEGREE OF CURVE (2) |                     | L        | R                  | M                    | L | R     | M  |   |    |    |
| 20           | 125             | 800     | 200               | 29                  | 115             | 49.25               | (5)                 | 4        | 5                  | 7                    | 7 | 10    | 12 | 8 | 11 | 16 |
| 25           | 150             | 950     | 250               | 22                  | 190             | 30.75               | (5)                 | 4        | 5                  | 7                    | 7 | 10    | 11 | 8 | 11 | 15 |
| 30           | 200             | 1100    | 350               | 16                  | 275             | 21.00               | 200                 | 4        | 5                  | 7                    | 8 | 9     | 11 | 7 | 10 | 14 |
| 35           | 250             | 1300    | 550               | 10                  | 400             | 15.00               | 200                 | 4        | 5                  | 7                    | 7 | 9     | 10 | 7 | 10 | 13 |
| 40           | 325             | 1500    | 750               | 7.5                 | 500             | 11.25               | 300                 | 4        | 5                  | 7                    | 7 | 8     | 10 | 7 | 9  | 12 |
| 45           | 400             | 1700    | 1250              | 5.0                 | 675             | 8.50                | 300                 | 4        | 5                  | 7                    | 6 | 8     | 9  | 6 | 9  | 11 |
| 50           | 475             | 1800    | 1700              | 3.5                 | 850             | 6.75                | 400                 | 4        | 5                  | 7                    | 6 | 7     | 9  | 6 | 8  | 10 |
| 55           | 500             | 2000    | 2500              | 2.5                 | 1100            | 5.25                | 400                 | 4        | 5                  | 7                    | 6 | 7     | 8  | 6 | 7  | 9  |
| 60           | 650             | 2100    | 3500              | 1.5                 | 1350            | 4.25                | 500                 | 3        | 4                  | 6                    | 5 | 6     | 8  | 5 | 6  | 8  |
| 65           | 725             | 2300    | 5000              | 1.0                 | 1600            | 3.50                | 500                 | 3        | 4                  | 5                    | 4 | 5     | 6  | 4 | 5  | 7  |

FIGURE 4

- Desirable criteria should be used except where topographic or right-of-way conditions require lesser standards to avoid excessive costs.
- Radii and degrees of curvature are rounded for design and field layout convenience and do not necessarily equate. Only one system (radius or degree of curvature) should be used on a given roadway. This does not preclude use of degree of curvature for through roadways and radii for turning roadway in the same project.
- Short grades (500' long or less) and one-way downgrades may be one percent steeper.  
L = Level; R = Rolling; M = Mountainous. Urban arterial grades except for freeways and expressways may be increased to the maximums indicated for Collectors.
- Sight distances are based on a driver's height of eye of 3.5 feet, height of object for stopping of 0.5 feet and height of object for passing of 4.25 feet.
- Design speeds of 20 and 25 mph are usually restricted to local roads and separate turning roadways where minimum length of curve is meaningless.
- For Special Purpose Roads use "Local Road" values, except where a 10 mph design speed is used the maximum grades are: L = 8; R = 12; and M = 18.

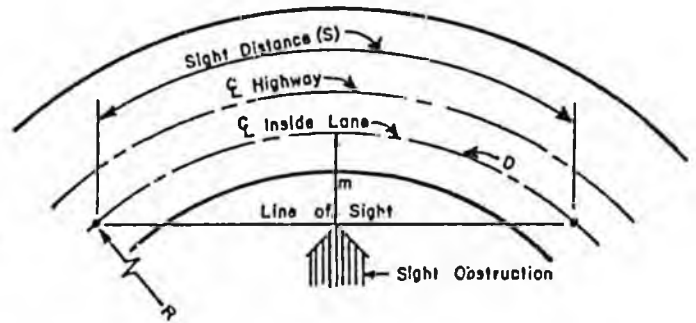
## STOPPING SIGHT DISTANCE HORIZONTAL CURVES

| Design Speed MPH | Sight Distance FEET |
|------------------|---------------------|
| 20               | 125                 |
| 25               | 150                 |
| 30               | 200                 |
| 35               | 250                 |
| 40               | 325                 |
| 45               | 400                 |
| 50               | 475                 |
| 55               | 550                 |
| 60               | 650                 |
| 65               | 725                 |

$$m = \frac{5730}{D} \left( 1 - \cos \frac{SD}{200} \right)$$

$$\text{Also } m = R \left( 1 - \cos \frac{28.65S}{R} \right)$$

$$\text{And } S = \frac{R}{28.65} \left[ \cos^{-1} \left( \frac{R-m}{R} \right) \right]$$



RADIUS (Ft)

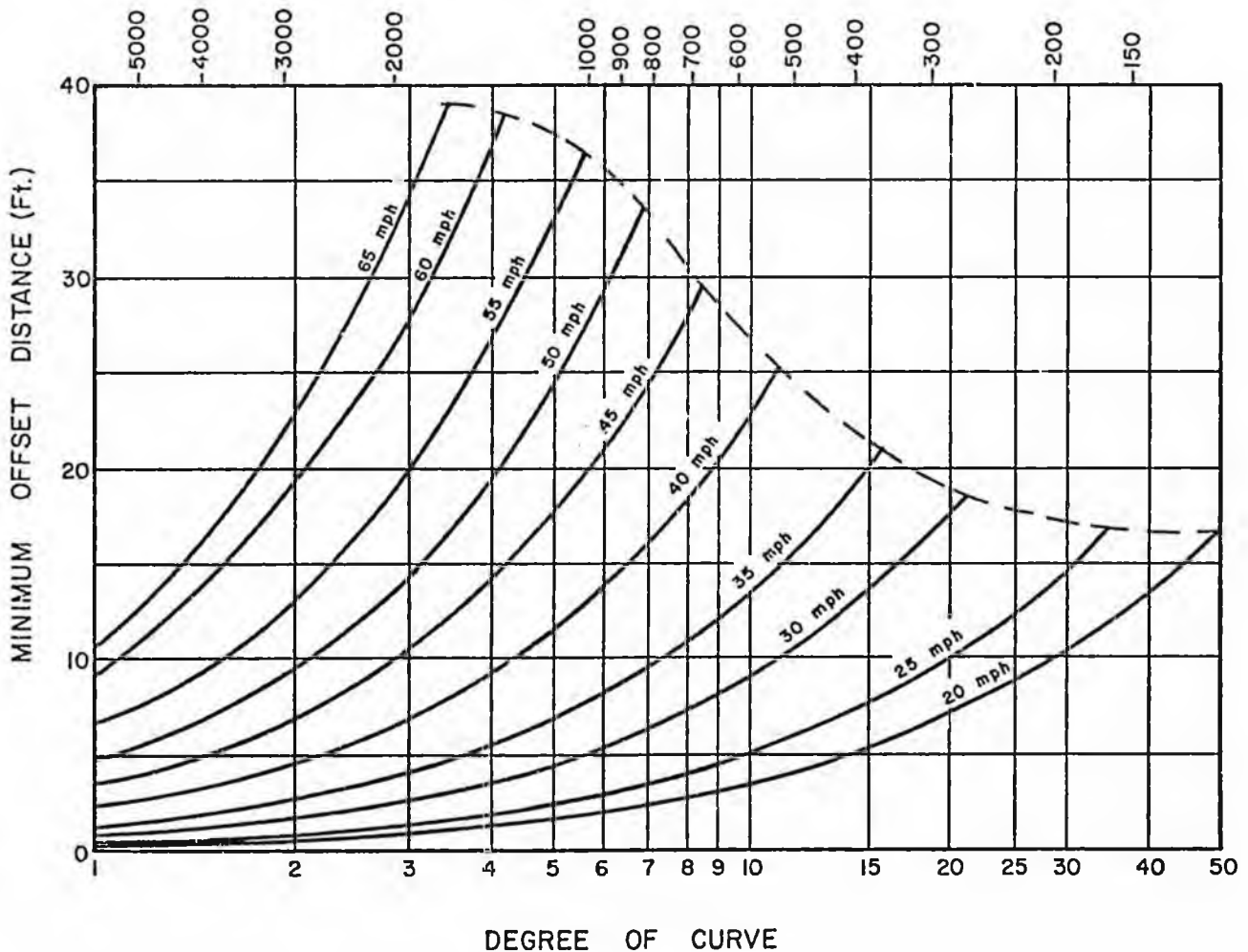
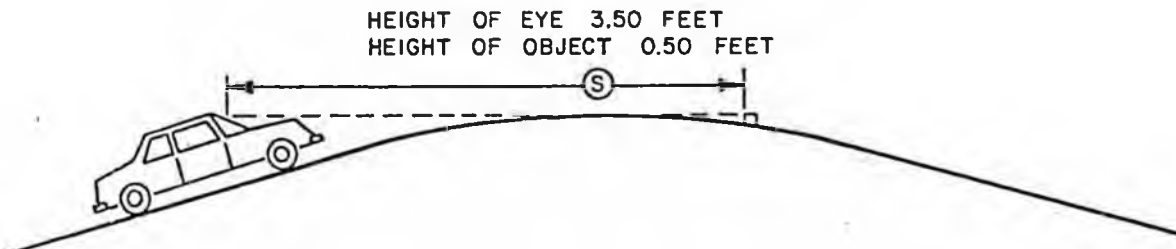


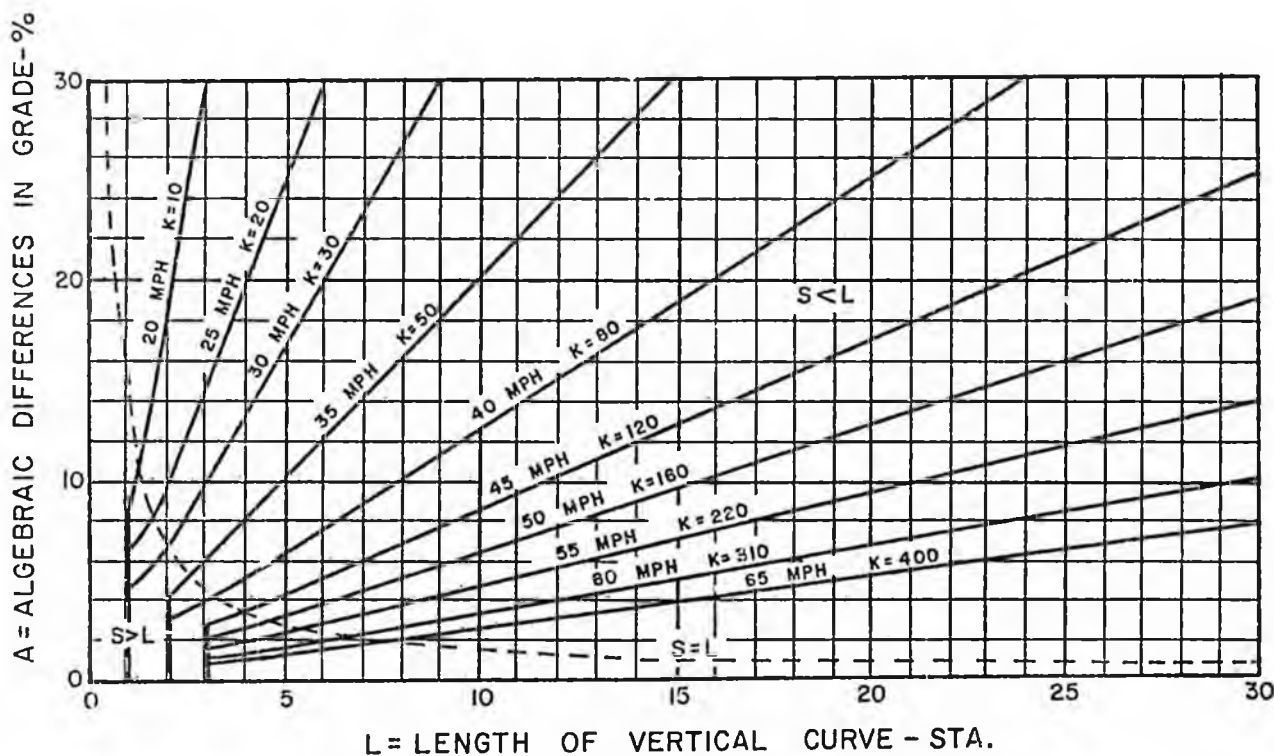
FIGURE 5

### STOPPING SIGHT DISTANCE CREST VERTICAL CURVES



| WHEN $S > L$   | WHEN $S < L$            |
|--|-------------------------|
| $L = 2S - \frac{1329}{A}$  | $L = \frac{AS^2}{1329}$ |
| L = Curve Length (Feet)<br>A = Algebraic Grade Difference (Percent)<br>S = Sight Distance (Feet)<br>V = Design Speed (MPH for S) |                         |

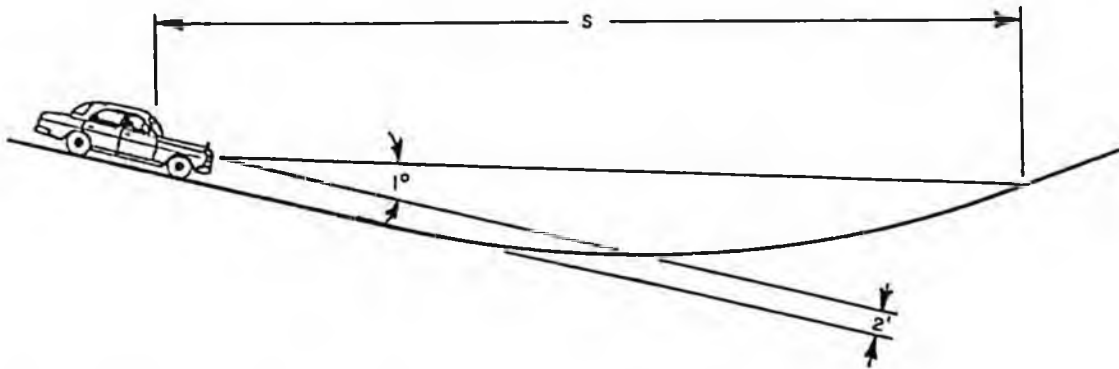
| DESIGN SPEED<br>MPH | SIGHT DISTANCE<br>FEET |
|---------------------|------------------------|
| 20                  | 175                    |
| 25                  | 190                    |
| 30                  | 200                    |
| 35                  | 250                    |
| 40                  | 325                    |
| 45                  | 400                    |
| 50                  | 475                    |
| 55                  | 550                    |
| 60                  | 650                    |
| 65                  | 725                    |



$L_{MIN} = \frac{3V}{100}$  where: V = design speed in MPH  
 L = length of vertical curve in STATIONS

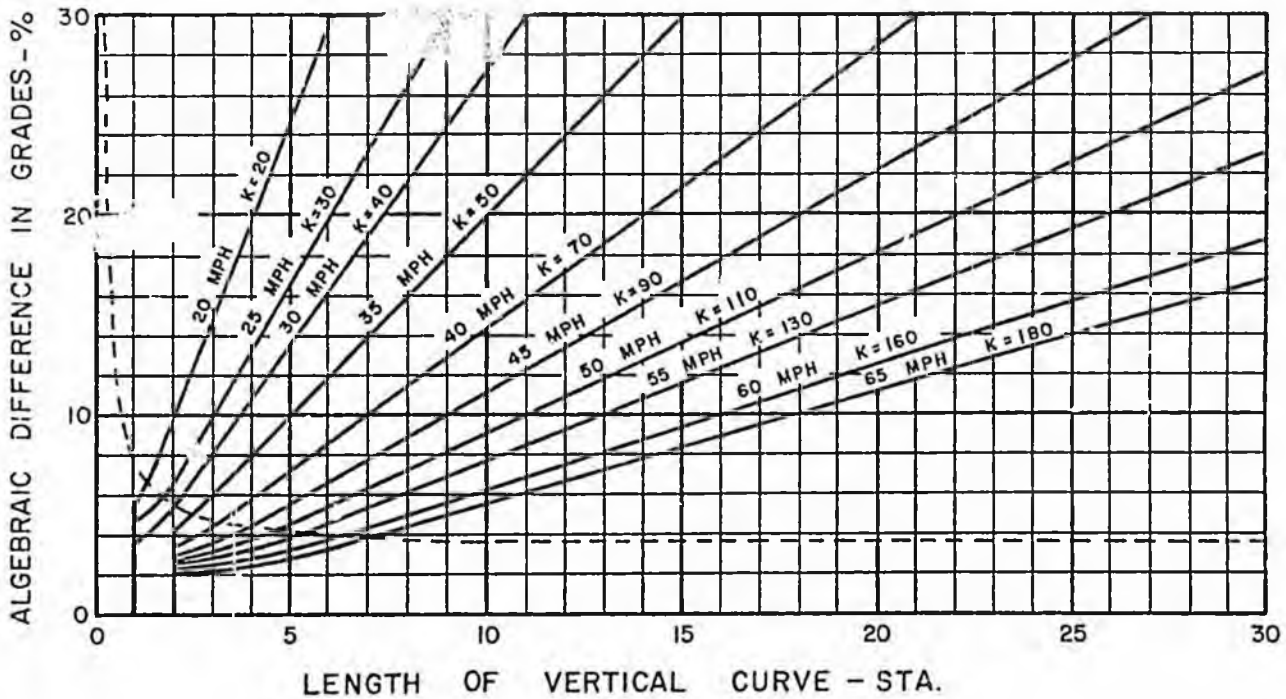
FIGURE 6

STOPPING SIGHT DISTANCE  
SAG VERTICAL CURVES



| WHEN $S > L$   | WHEN $S < L$                  |
|--|-------------------------------|
| $L = 2S - \frac{400 + 3.5S}{A}$  | $L = \frac{AS^2}{400 + 3.5S}$ |
| L = Curve Length (Feet)<br>A = Algebraic Grade Difference (Percent)<br>S = Sight Distance (Feet) |                               |

| DESIGN SPEED<br>MPH | SIGHT DISTANCE<br>FEET |
|---------------------|------------------------|
| 20                  | 125                    |
| 25                  | 150                    |
| 30                  | 200                    |
| 35                  | 250                    |
| 40                  | 325                    |
| 45                  | 400                    |
| 50                  | 475                    |
| 55                  | 550                    |
| 60                  | 650                    |
| 65                  | 725                    |



$L_{MIN} = \frac{3V}{100}$  where: V = design speed in MPH  
L = length of vertical curve in STATIONS

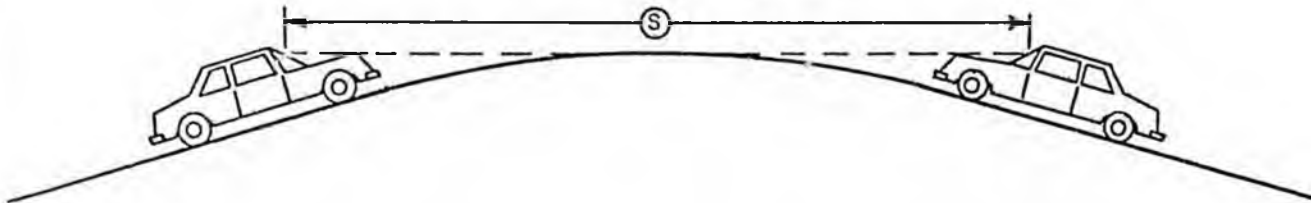
FIGURE 7

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Figure 11-03(8)

PASSING SIGHT DISTANCE  
CREST VERTICAL CURVE

HEIGHT OF EYE 3.50 FEET  
HEIGHT OF OBJECT 4.25 FEET



| WHEN $S > L$   | WHEN $S < L$            |
|--|-------------------------|
| $L = 2S - \frac{3093}{A}$  | $L = \frac{AS^2}{3093}$ |
| L = Curve Length (Feet)<br>A = Algebraic Grade Difference (Percent)<br>S = Sight Distance (Feet)<br>V = Design Speed (MPH for S) |                         |

| DESIGN SPEED<br>MPH | SIGHT DISTANCE<br>FEET |
|---------------------|------------------------|
| 20                  | 800                    |
| 25                  | 950                    |
| 30                  | 1100                   |
| 35                  | 1300                   |
| 40                  | 1500                   |
| 45                  | 1650                   |
| 50                  | 1800                   |
| 55                  | 1950                   |
| 60                  | 2100                   |
| 65                  | 2300                   |

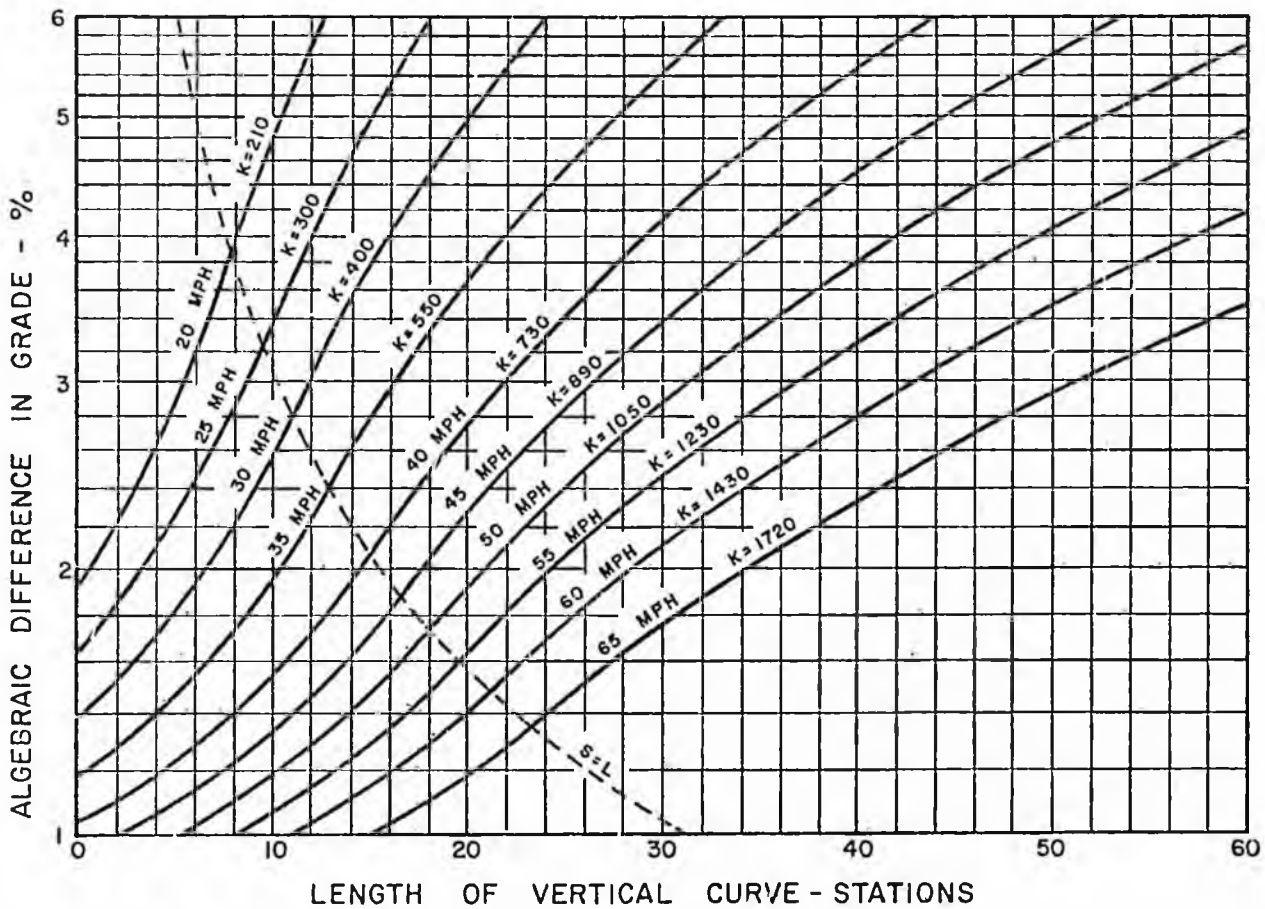


FIGURE 8

CLEAR ZONE WIDTHS - SPEED AND SLOPE CRITERIA

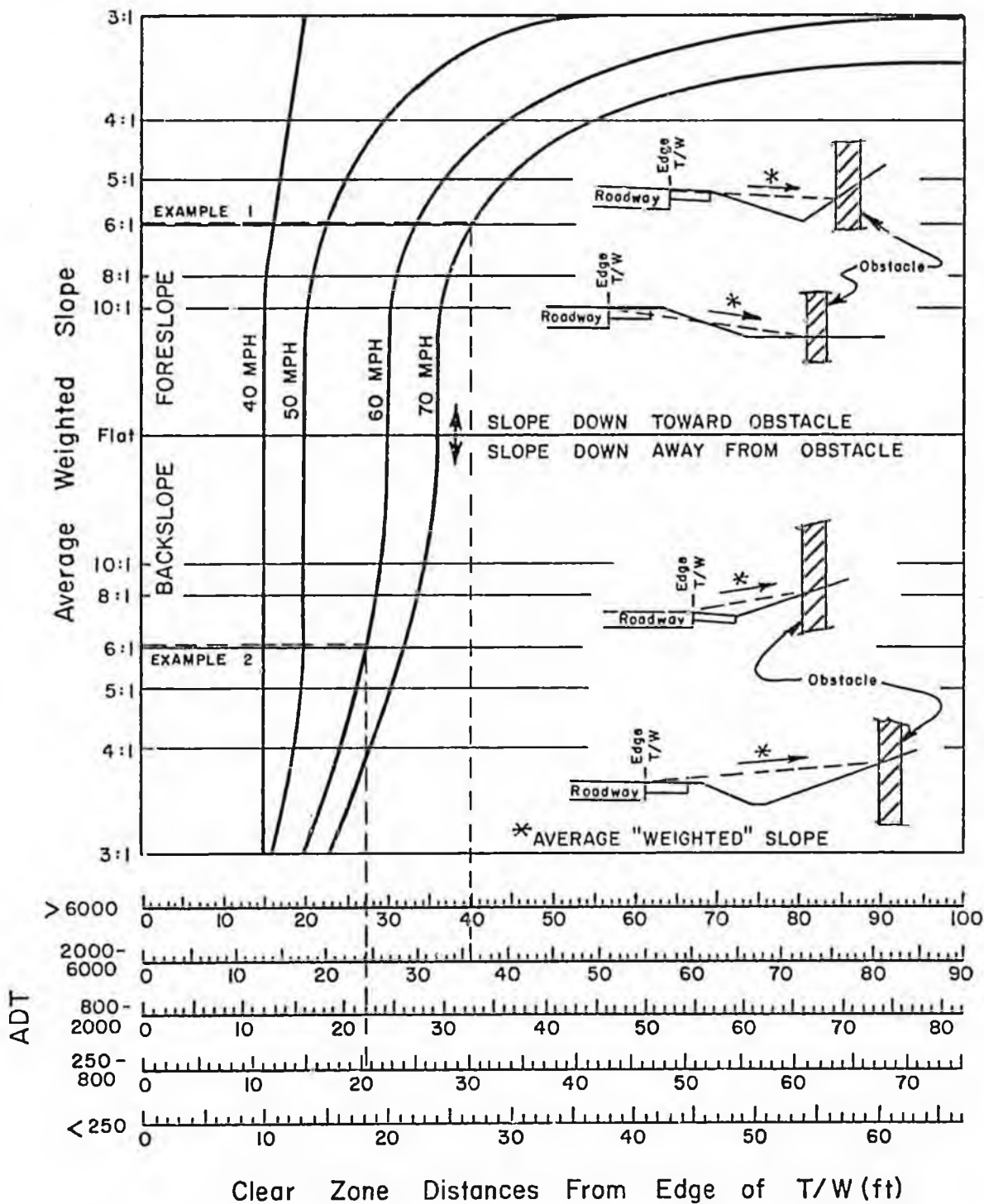
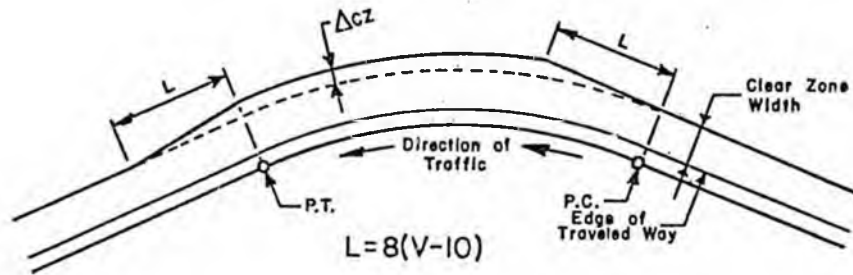


FIGURE 1

INCREASED CLEAR ZONES  
 ON HORIZONTAL CURVES



$\Delta CZ$

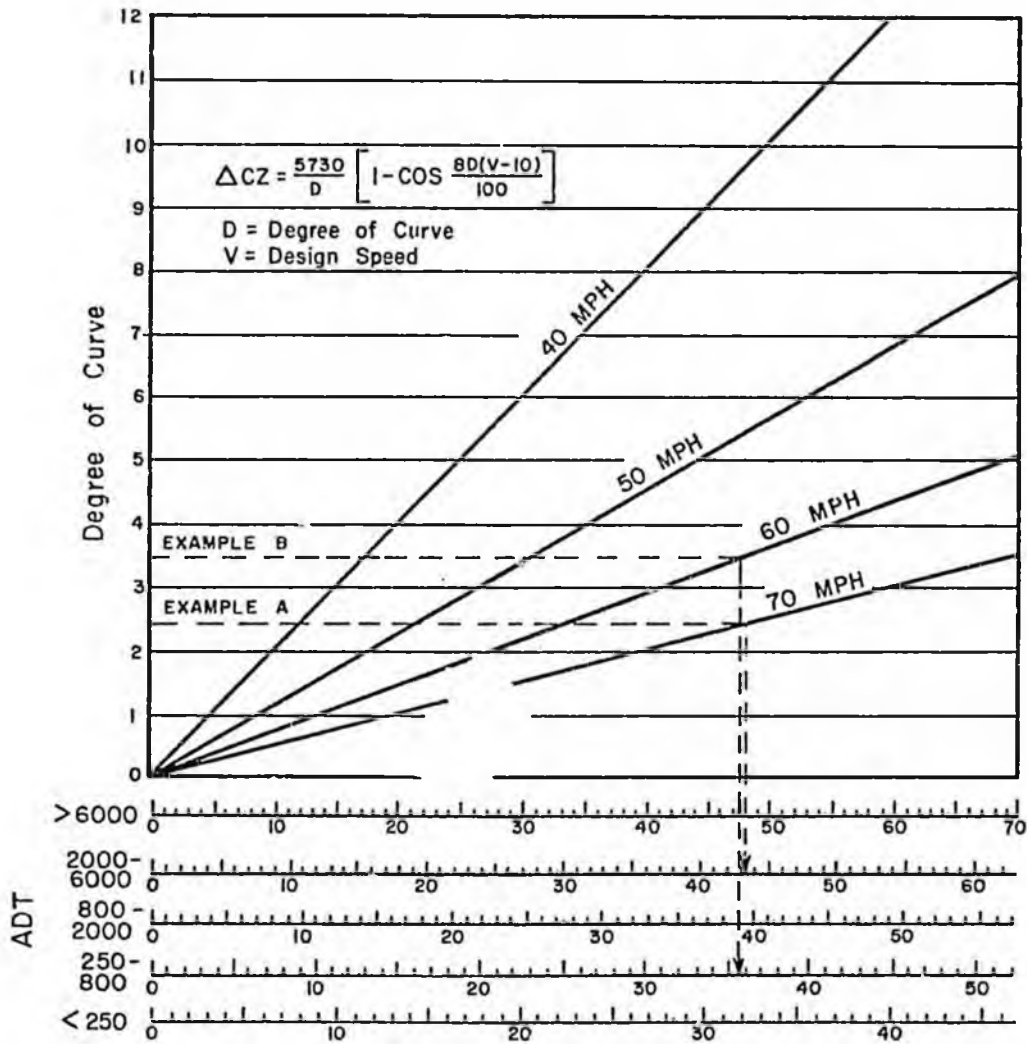


FIGURE 2

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Figure 11-04(3)

VERTICAL CLEARANCE

Minimum vertical clearance for the entire roadway width, should be provided according to the following table:

MINIMUM VERTICAL CLEARANCE\*

| <br>OVERPASSING FACILITY<br>↓<br>↑<br>UNDERPASSING FACILITY | STATE HIGHWAY |                     | LOCAL ROADS<br>OR STREETS | RAILROAD | PEDESTRIAN<br>STRUCTURES | SIGN<br>BRIDGES |
|--|---------------|---------------------|---------------------------|----------|--------------------------|-----------------|
|  | INTERCHANGE   | GRADE<br>SEPARATION |                           |          |                          |                 |
| LOCAL ROADS<br>OR STREETS  | 16' - 6"      | 16' - 6"            |                           |          | 17' - 6"                 | 18'             |
| STATE<br>HIGHWAY   | 16' - 6"      |                     |                           |          |                          |                 |
| RAILROAD   | 22' - 6"      |                     |                           |          |                          |                 |
| PED. FAC.  | 8' - 6"       |                     |                           |          |                          |                 |

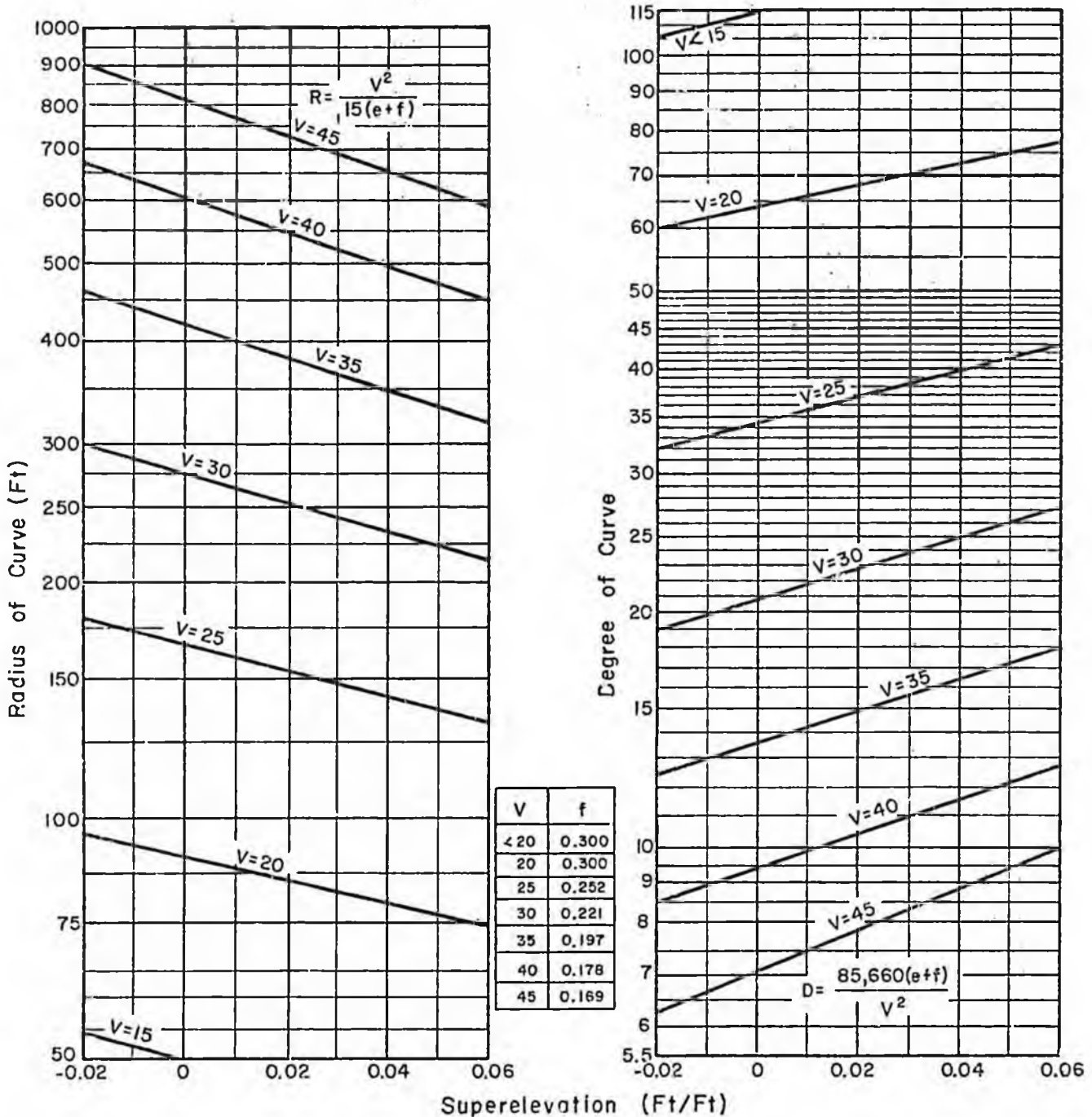
\* Clearance values shown include a 6" allowance for future resurfacing of the roadway.

FIGURE 3

July, 1984

Figure 11-05(1)

SAFE SPEEDS ON LOW SPEED STREETS AND  
TURNING ROADWAYS (I)



(1) Motorists negotiating low speed streets and turning roadways expect to encounter higher side-thrust ( $f$ ) values, hence, the higher  $f$  values used in the standard formulae. These values may be used in critical locations for urban collector and local streets with design speeds less than 40 mph. See Figure 11-03(1) for standard superelevation rates and Figure 11-03(2)&(3) for superelevation transition criteria.

FIGURE 1

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11-11(1)

### 11-11 TRAFFIC BARRIERS

#### 11-11.01 Introduction

There are generally two types of protective traffic barriers in common use on public roadways--longitudinal barriers and crash cushions. The former, which are more prevalent by far, serve primarily to redirect errant vehicles, while crash cushions decelerate vehicles which would otherwise collide with rigid obstacles. Longitudinal barriers consist of roadside barriers (guardrails), median barriers, and bridge rails.

Because no rigid policy can be established which addresses every conceivable set of real-world conditions, these guidelines must be tempered with engineering judgement. Generally, if there is doubt as to the desirability of a traffic barrier, then it should be omitted because it is in itself a collision hazard and may present a larger collision cross-section. In every case, it is more desirable to eliminate or ameliorate the existing hazard by removing it, relocating it, or making it an acceptable risk (making objects "breakaway" or flattening slopes). However, when this is not feasible, barriers must be considered.

Warrants based on cost-effectiveness estimates for lower-volume roads are included in these guidelines. The cost-effectiveness adjustments are based on probable encroachment rates and the procedures of the AASHTO Guide for Selecting, Locating, and Designing Traffic Barriers with 1981 supplement ("Barrier Guide"). However, care should be taken to consider the cost-effectiveness of alternative treatment taking into account main-

tenance costs in an era of declining resources. For example, while the initial cost of slope flattening may be high compared to the installation of guardrail, the long-term costs of maintaining guardrail and the safety benefits to motorists may make the hazard amelioration alternative more attractive, especially in new construction.

#### 11-11.02 Guardrails

##### 11-11.02.01 General

Warranting conditions are generally of two types--fill embankments and obstacle hazards. Fill embankments warrant guardrail when the combination of height and slope is statistically more hazardous to an errant motorist than collision with the guardrail. Obstacles such as rigid objects and non-traversable hazards warrant guardrail if it is not feasible to ameliorate or remove them and they fall within an area of proximity called the Clear Zone. (Horizontal Clearance - See 11-04.02).

##### 11-11.02.02 Guardrail Warrants for Embankments

The primary highway factors contributing to embankment accident severity are the height and slope of the embankment. The embankment height comprises the height of a fill, a natural hillside, or a combination of both. An "embankment" can also be a cut if the subject road exists at the top of that cut.

Figure 1 illustrates traffic barrier warrants for embankments relative to accident severity. The over 3000 ADT curve shown on Figure 1 represents the combinations of embankment height and slope which result in accident severities equal

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to the average severity of striking a properly installed traffic barrier. This line represents an average or "best fit" equation based on accident data under a wide variety of conditions. It indicates that condition where, on the average, accident severity to vehicle occupants will be less if a traffic barrier is used on embankments which plot above the curve (for example, 25-foot height on 2:1 slope). On the other hand, accident severity will probably be less without a traffic barrier for embankments which plot below the curve (for example, 20-foot height on 4:1 slope).

Other conditions such as fixed objects or non-traversable hazards may warrant guardrail. These are addressed in the following sections. In addition, even though a particular embankment plots below the lines in Figure 1, indicating that running off the embankment would be less severe than colliding with the traffic barrier, the barrier may be advisable where playgrounds, schools, high-volume roads, or other high collision potential conditions exist adjacent to the toe of the fill. Where barriers are placed for protection of non-roadway facilities, the barrier should be placed adjacent to the non-roadway facility or as far from the roadway as possible, provided that appropriate allowance is maintained for deflection of the chosen barrier, and the approach terrain does not cause the vehicle to vault the barrier.

Where feasible, the flattening of warranting slopes is preferable to guardrail installation.

The warrant criteria shown for over 3000 ADT in Figure 1 are intended primarily for higher traffic volume and higher design speed

roadways. In general, it is not cost-effective to require guardrail on the lower traffic volume roads at every location where the embankment is of greater severity than the guardrail. The remaining curves in Figure 1 were derived from the procedure described in the cost-effectiveness chapter of the AASHTO "Barrier Guide" and may be used to evaluate guardrail need on a cost-effectiveness basis.

The warranting criteria given for ADT's below 3000 vpd are based on probable collision frequencies. Since adverse road conditions of particular sites may affect these frequencies, a higher level of protection than that suggested in the Figure would sometimes be justified. Such adverse road conditions may include horizontal and/or vertical alignment, route discontinuity, narrow lanes, narrow shoulders, long grades, lane drops, or other factors which result in high accident statistics.

In using the curves in Figure 1, the engineer should use the ADT curve that fits the traffic volume anticipated for the roadway five (5) years after construction. If the traffic volume for five years after construction is not provided directly it may be estimated by using the following.

$$ADT_5 = ADT_c (f_5)$$

Where:

$$f_5 = (1+i)^5$$

$ADT_5$  = ADT five years after construction

$ADT_c$  = Construction year ADT

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$i$  = growth rate

Where guardrail is required for warranting embankments, it should be extended the full length of need plus a length of advancement to prevent vehicle penetration behind the guardrail into the protected area. This is addressed in more detail later.

11-11.02.03 Guardrail Warrants for Roadside Obstacles

Roadside obstacles may be classified as non-traversable hazards or fixed objects. Obstacles located within the Clear Zone (see 11-04.02) should be removed, relocated, or made breakaway. If this is not feasible, then guardrail should be considered, provided that the guardrail offers the least hazard potential.

Non-traversable Hazards.

Examples of non-traversable hazards which may warrant guardrail are:

- (a) rough rock cuts; (knobs projecting 6" or more from rock face)
- (b) large boulders;
- (c) permanent bodies of water over 2 feet in depth; (Depth of water at mean high tide or mean high water level where applicable)
- (d) trees over 4" in diameter;
- (e) drop-offs with slope steeper than 1:1 and depth greater than 2 feet.

Because of the extended length of the hazard along the roadway, the probability of errant vehicles striking the non-traversable hazard is greater than that of a vehicle hitting a fixed object. Barrier need

for rough rock cuts and large boulders is a matter of judgement.

Fixed Objects.

Examples of fixed objects which may warrant guardrail are:

- (a) bridge piers and abutments;
- (b) retaining walls and culverts;
- (c) fixed sign bridge supports;
- (d) wood poles or posts with area greater than 50 in<sup>2</sup>.

For Clear Zone Widths see 11-04.02.

11-11.02.04 Length of Need

Length of need is equal to the length of guardrail needed for the hazard plus a length in advance to prevent vehicle penetration behind the rail into the hazard (the hazard may be a "point" hazard such as a tree, or a hazardous area such as a roadway section with severe side slope).

Where slopes back of the graded shoulder are flat enough (see the following section), the guardrail should be located as far away from the graded shoulder as possible to minimize this length of advancement, but with adequate clearance for guardrail deflection. In the more common instances, where slopes are steeper, the guardrail will run along the shoulder. The formula shown in Figure 2 may be used or a sketch of the location may be drawn to scale and the length of advancement measured. Note that where the Breakaway Cable Terminal, for example, is used, the length of advancement does not include breakaway posts. The procedure for use of Figure 2 is as follows:

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- (a) Using the design speed and traffic volume, determine the desirable Runout Length (L) from the formula  $L = 8(V-10)(f)$ . For example, with a volume of 1800 vehicles per day and operating speed of 55 mph, the Runout Length would be:  $L = 8(V-10)(f) = 8 \times 45 \times 0.82 = 295$  feet.
- (b) Determine the distance (D) from the edge of traveled way to the hazard. For a fixed object, this would be to the back of the object or the edge of the Clear Zone, whichever is less.
- (c) Determine the distance (d) to the guardrail from the edge of traveled way.
- (d) Use these values in the formula for X to find the Length of Need.

In the above example with the necessary Runout Length of 295 feet, and with an obstacle 13 feet (D) and guardrail 8 feet (d) from the edge of the traffic lane, the length of guardrail needed "upstream" from the hazard is:

$$X = (295) \frac{13-8}{13} = (295) \frac{5}{13} = 113 \text{ feet}$$

To this must be added the distance required for end treatment (i.e. Breakaway Cable Terminal) and the total calculated length would be rounded to the nearest standard post spacing.

11-11.02.05 Guardrail Position Requirements

(1) Guardrail Beyond Shoulder Edge

It is desirable to locate guardrail as far away from the shoulder as practical at fixed objects to minimize the length of need. Adequate deflection space must be allowed between the guardrail and the object (for standard W-section a minimum of 5 feet is usually required). For such installations where the guardrail is located within 12 feet of the shoulder edge or hinge point, negative slopes in front of the guardrail should be 10:1 or flatter and the algebraic difference between the shoulder slope and the slope in front of the guardrail should not be greater than 10:1 in order to insure the proper impact height.

(2) Guardrail Back of Curb

Curbs in front of guardrail should be avoided where possible. Where no alternative is available, the guardrail should be located as far away from the curb as is feasible to alleviate vaulting. Where the guardrail must be closer (8 feet or less) to the curb, allowance should be made for the "ramping" or "vaulting" trajectory of the vehicle by using, for example, a Thrie-Beam rail which has a greater overall height.

(3) Bridge Approaches

Guardrail at bridge approaches shall have appropriate transitions to alleviate pocketing for impacts just in front of the abutment or bridge rail end.

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(4) Gaps Between Warranting Features

Gaps in guardrail less than 200' should be avoided where possible to minimize guardrail endings which are hazardous in themselves.

11-11.02.06 Other Guardrail Considerations

The W-section guardrail must develop beam strength through tension. Unless it is sufficiently anchored, approximately 150 feet of standard installation are required "upstream" of the impact in order to develop its containment and redirection potential.

One of the problems with guardrails is that they must end somewhere. The Breakaway Cable Terminal, when properly installed and maintained, is a common end treatment. In some cases it may be desirable to bury the rail end in the backslope, but ditch sections may allow "submarining" and this alternative sometimes interferes with maintenance and drainage. Terminating the rail in an earth berm has been successful, but the berm slope must be 20:1 or less to alleviate "launching."

Stiffened transitions with decreased post spacing or doubled rails should precede more rigid sections such as a bridge rail by a length about twelve times the expected impact deflection distance for the guardrail used.

If a straight flare away from a rigid structure such as a bridge abutment or rail is used, the flare rate should be limited to about 15:1 to alleviate high-angle redirections.

Traffic barrier evaluation and comparison with the warrants should be summarized in a design report.

Any deviations from warrant procedures should be thoroughly documented at the time of submission for the plans-in-hand review. If traffic barriers are added or deleted during the plans-in-hand review, the reason will be documented in the plans-in-hand report. In general, if there is a legitimate question as to whether to place barriers or not, they should not be used.

11-11.03 Median Barriers

The principles of guardrail usage are equally applicable to median barriers. However, median barriers additionally prevent errant vehicles from crossing the median area of divided highways and entering the opposing traveled ways. Therefore, they must be capable of containing and redirecting from two directions and on both sides.

The choice of barrier may be limited by available median width. If a narrow median exists, a rigid barrier which does not deflect into the opposing travel lanes is necessary.

If space limitations present a borderline choice between a rigid (concrete "safety shape," for example) and semi-rigid (back-to-back blocked-out W-sections, for example) barrier, then economic and other considerations for the particular site should be taken into account. While the concrete "safety shape" ("Jersey," or "F-shape") barrier may have a slightly higher initial cost, yearly maintenance costs of the W-section barrier may be substantially more than that of the concrete median barrier.

A true median barrier usually requires a different end treatment than a single guardrail unless the

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median widens sufficiently to terminate outside the Clear Zones of the two roadways, in which case only structural (anchorage) considerations are mandatory.

Operational median barrier end treatments consist of those in Chapter IV of the "Barrier Guide," the Median Breakaway Cable Terminal in the Standard Plans, and Crash Cushions which are discussed in a subsequent section.

Again, gaps should be eliminated where possible. Coordination with emergency services and enforcement agencies in the design stage may allow elimination of unnecessary emergency crossovers.

### 11-11.04 Bridge Rails

Bridge rails are longitudinal barriers that prevent vehicles from going off the side of the structure. Bridge rail selection is part of the bridge design function which is established and centralized in the Standards and Technical Services Division and which conforms to American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Therefore, elaboration is not necessary here except to remind that bridge approach guardrail and bridge rail should be integrated in the design phase to assure proper transition, connection and geometry.

### 11-11.05 Crash Cushions (Vehicle Impact Attenuators)

Crash cushions are sometimes used to absorb vehicle energy at a rate that is tolerable to the average, properly-restrained vehicle occupant. In many cases, such as at

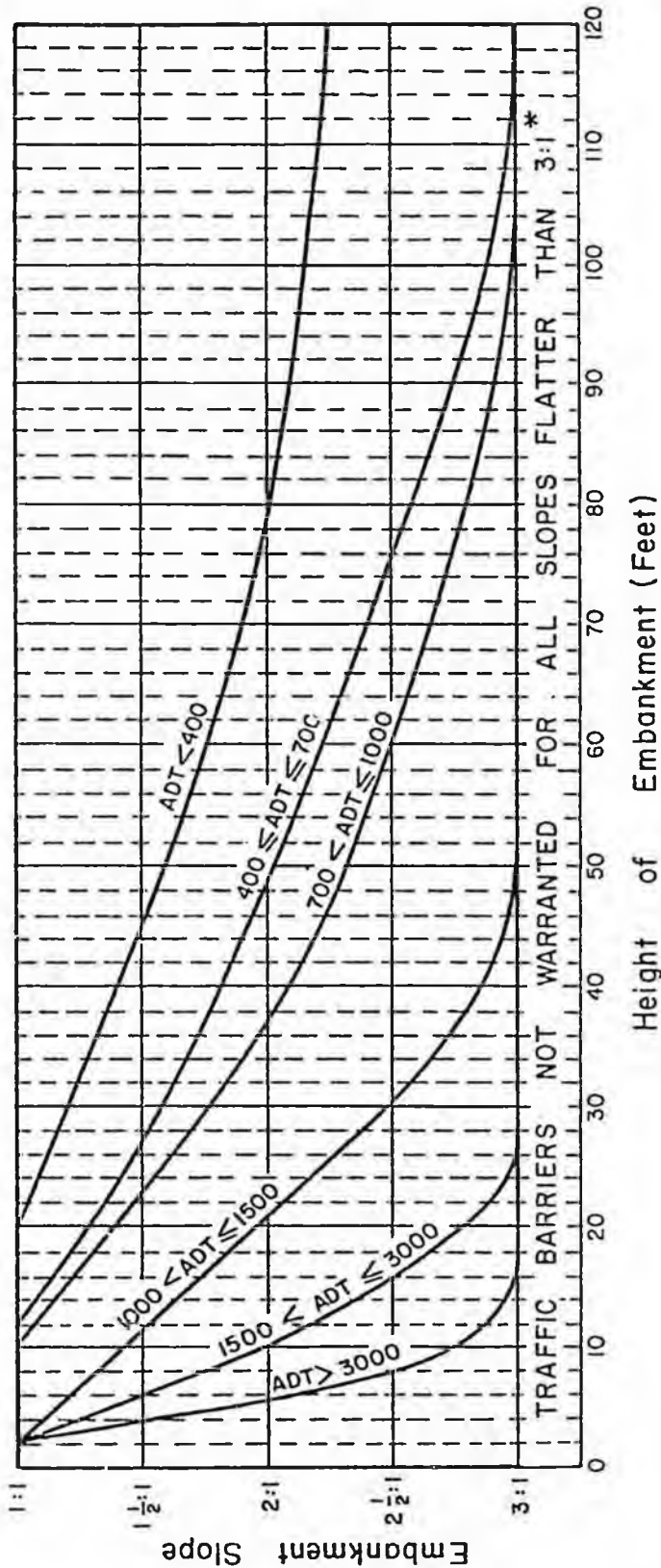
elevated gores and bridge piers in medians at underpasses, they should also provide for redirection in side-angle impacts to alleviate pocketing near the fixed object.

Crash cushions are usually corrective measures, but may be included in the design phase if there is no feasible alternative, or if the crash cushion is the more cost-effective treatment. For example, at a rural, immovable "point" obstacle where the likelihood of impact is relatively small but the consequences of such impact great, it may be better to install a crash cushion to keep the collision cross-section small as opposed to a length of guardrail with its inevitable ending.

Continuing maintenance considerations for crash cushions are extremely important. Almost all crash cushions depend for proper performance on meticulous attention to functional details during installation, routine maintenance, and post-crash replacement or rehabilitation. For instance, in the Guardrail Energy Absorbing Terminal ("G-R-E-A-T"), the vertical support shoe area must be kept clean to prevent debris from "tripping" or launching the supports which slide rearward during frontal impact.

Snow and ice may render a crash cushion functionally inoperable, and timely restoration of damaged cushions is mandatory. For these and other reasons, the use of crash cushions in the design of new facilities or major reconstruction of existing facilities is not encouraged.

**EMBANKMENT WARRANTS FOR TRAFFIC BARRIERS**  
 (Use the ADT projected to 5 years after construction)



NOTE: If the point representing a given design condition of embankment height and slope ratio falls above or to the right of the appropriate ADT curve, traffic barriers are warranted based upon embankment criteria.

\* Barrier not warranted based on embankment conditions. May be warranted for fixed objects, water at foot of embankment, or other criteria.

Examples:

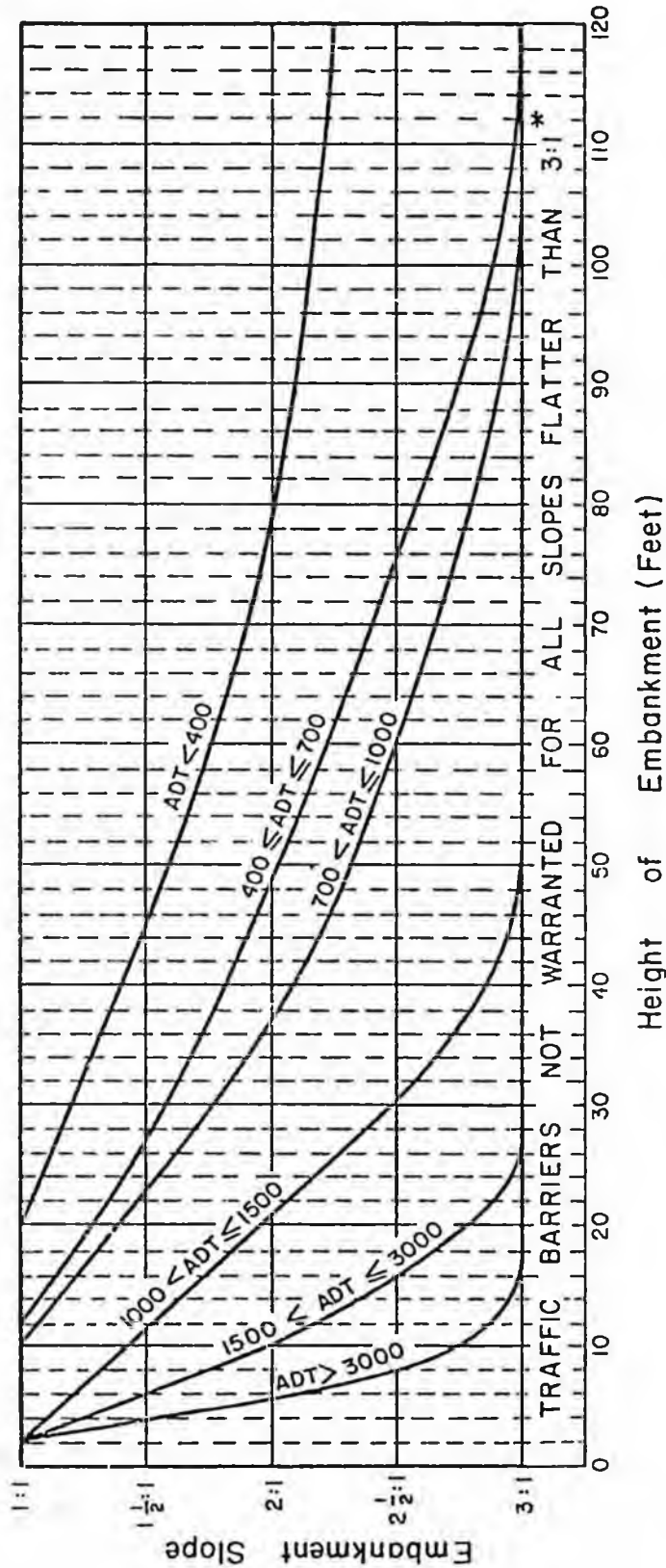
- Slope = 2:1; ADT = 1800; Height of Embankment = 15'. Barrier warranted.
- Slope = 2 1/2:1; ADT = 1200; Height of Embankment = 25'. Barrier not warranted.
- Slope = 3:1; ADT = 5000; Height of Embankment = 35'. Barrier not warranted.  
 (If there is doubt about need, do not use barrier)

FIGURE 1

July, 1984

11-11(1)

EMBANKMENT WARRANTS FOR TRAFFIC BARRIERS  
(Use the ADT projected to 5 years after construction)



NOTE: If the point representing a given design condition of embankment height and slope ratio falls above or to the right of the appropriate ADT curve, traffic barriers are warranted based upon embankment criteria.

\* Barrier not warranted based on embankment conditions. May be warranted for fixed objects, water at foot of embankment, or other criteria.

Examples:

- Slope = 2:1; ADT = 1200; Height of Embankment = 15'. Barrier warranted.
- Slope = 2 1/2:1; ADT = 1200; Height of Embankment = 25'. Barrier not warranted.
- Slope = 3:1; ADT = 5000; Height of Embankment = 35'. Barrier not warranted.  
(If there is doubt about need, do not use barrier)

FIGURE 1

# STATE OF ALASKA 1986 LEGISLATIVE SESSION FISCAL NOTE

Revision Date : \_\_\_\_\_

**REQUEST**

Bill/Resolution No.: CS HB 111 (Trans) am  
 Title: An act relating to local service roads and trails

Sponsor: Governor/Rules Committee  
 Requestor: \_\_\_\_\_  
 Date of Request: \_\_\_\_\_

**FISCAL DETAIL**

Agency Affected: DOT&PF  
 BRU: Capital Program

Components: Design and Construction

**EXPENDITURES/REVENUES : (Thousands of Dollars)**

| OPERATING              | FY 86 | FY 87 | FY 88 | FY 89 | FY 90 | FY 91 |
|------------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES      |       |       |       |       |       |       |
| TRAVEL                 |       |       |       |       |       |       |
| CONTRACTUAL            |       |       |       |       |       |       |
| SUPPLIES               |       |       |       |       |       |       |
| EQUIPMENT              |       |       |       |       |       |       |
| LAND & STRUCTURES      |       |       |       |       |       |       |
| GRANTS, CLAIMS         |       |       |       |       |       |       |
| MISCELLANEOUS          |       |       |       |       |       |       |
| <b>TOTAL OPERATING</b> | -0-   | -0-   | -0-   | -0-   | -0-   | -0-   |
| <b>CAPITAL</b>         | -0-   | -0-   | -0-   | -0-   | -0-   | -0-   |
| <b>REVENUE</b>         | -0-   | -0-   | -0-   | -0-   | -0-   | -0-   |

**FUNDING : (Thousands of Dollars)**

|               |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|
| GENERAL FUND  |  |  |  |  |  |  |
| FEDERAL FUNDS |  |  |  |  |  |  |
| OTHER         |  |  |  |  |  |  |
| <b>TOTAL</b>  |  |  |  |  |  |  |

**POSITIONS :**

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

**ANALYSIS :** Attach a separate page if necessary

Attached

Prepared by: Charles D. Karella *CDK* Phone: 465-2171  
 Division: Plans, Programs and Budget Date: 1-7-86  
 Approved by Commissioner: R. J. Knapp *RJ Knapp* Date: \_\_\_\_\_  
 Agency: Transportation and Public Facilities

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

*R&K*

## CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. CS HB 111 (Trans) am

### ANALYSIS

The proposed bill is strictly a housekeeping measure and has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed bill revises A.S. 19.30 in four areas:

- 1) AS 19.30.131(c) and AS 19.30.141 removes the first class cities from district allocation. This change returns the first class cities to their former status which allows them to receive adequate funds to construct a project.
- 2) AS 19.30.161 is reworded to require LSR&T projects constructed on a federal-aid secondary route to be approved by the Commissioner of DOT&PF. This language change is needed to assure that federal requirements for roadway width, design standards and right-of-way are met.
- 3) AS 19.30.241(3) is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.
- 4) AS 19.30.241(4) is reworded to limit LSR&T construction to low volume roads. The break between high volume roads and low volume roads is 750 vehicles per day.

Correction of an oversight of past legislation in defining specific routes of the Federal-aid highway system is necessary.

January 18, 1984

DRAFT

Under the authority of art. III, Section 18, of the Alaska Constitution, I am transmitting a bill relating to the local roads and trails program. The bill makes minor amendments to existing statutes.

Section 1 repeals and reenacts AS 19.30.127. The current language establishes five allocation districts. The proposed language creates allocation districts by simply saying that they are identical to the Department of Transportation and Public Facilities' operating regions. When the local service roads and trails program was enacted in 1971 there were five highway districts within the Department of Highways. The allocation districts established in the statute coincided with those highway districts. Those allocation districts bear little relationship to the manner in which the State's highway program is administered today. There are currently three regional offices with headquarters in Anchorage, Fairbanks, and Juneau, respectively. This amendment will allow the program to be administered in a way that is consistent with the Department of Transportation and Public Facilities' current administrative structure. The amendment will enable the allocation districts to match any future changes in geographic organization of the Department.

Additionally, Section 1 of the bill provides a mechanism to address the problem of local governments which lie within two allocation districts. Subsection (b) of AS 19.30.127 will provide that the boundary between the allocation districts is to be adjusted to include the local government within the allocation district in which the largest portion of the local government's land is located.

Section 2 amends AS 19.30.131(a) by deleting the reference to five allocation districts. This amendment is necessary because of the new method of establishing the allocation districts found in Section 1 of the bill.

Section 3 amends AS 19.30.131(e) by deleting first class cities from direct allocations.

The need for this change is to provide first-class cities with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.

Section 4 amends AS 19.30.141 by deleting first class cities from direct allocations as explained in Section 3.

Section 5 amends AS 19.30.161 by adding language requiring the prior approval of design standards, rights-of-way, and widths for projects which are constructed on a federal-aid secondary route, even though the project will be constructed by a local government that has assumed road powers. As a general proposition under the local service roads and trails program, if a local government has assumed road powers it is responsible for the maintenance of the facility after construction. Consequently, the state has little concern over the standards. In 1981, the nature of the program changed when AS 19.30.111 was amended to allow the use of program money on the federal-aid secondary highway system. These

January 18, 1984

facilities can be quite complicated and the state is required to comply with various standards to continue to receive federal aid for the route. It is therefore appropriate that the commissioner of DOT&PF have a right of prior approval of design standards, rights-of-way, and width.

*2/2/84*

Section 6 amends AS 19.30.241(3) by adding language which includes second class cities to conform with the definition of municipality in AS 29.78.010(3). This change is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.

Sincerely,

Bill Sheffield  
Governor

COMMITTEE SUBSTITUTE FOR HOUSE BILL 558 (TRANSPORTATION)

- Section 1. creates allocation districts by simply saying that they are identical to DOT's operating regions.
- provides mechanism to address the problem of local governments which lie within 2 allocation districts; includes the local government within allocation district in which largest portion of the local government's land is located.
- Section 2. deletes reference to FIVE allocations.
- Section 3. deletes first class cities from direct allocation. The need for this change is to provide first-class with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first class cities are not adequate to construct local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.
- Section 4. deletes first class cities from direct allocation.
- Section 5. allows the use of program money on the federal-aid secondary highway system.
- Section 6. adds language to include second class cities to conform with the definition of municipality in AS 29.78.010(8). Necessary to enable political subdivision of the State to construct and maintain a project under the provisions of this act.
- adds language to the definition of local service roads to include an average daily traffic count of 400 vehicles in order to give alleviate the problem of LSR&T funds to be used on major urban roads.

# MEMORANDUM

## State of Alaska Department of Transportation & Public Facilities

TO: Loren Rasmussen  
Chief, D C & M Standards

DATE: March 5, 1984

FILE NO: 2519

TELEPHONE NO: 789-6237

FROM: Charles Karella  
State LSR&T Engineer  
Standards and Technical Services

SUBJECT: Chapter 94 SLA 1983  
LSR&T Funding Status

|                               | <u>Collocation</u> | <u>Amount</u> | <u>Authorized<br/>for Projects</u> | <u>2/29/84<br/>Balance</u> |
|-------------------------------|--------------------|---------------|------------------------------------|----------------------------|
| Region I Central              |                    |               |                                    |                            |
| Allocation District 1         | 24-81-1-560        | \$2,287,418   | 170,000                            | 2,117,418                  |
| Allocation District 4 (South) | 24-81-1-561        | 1,145,543     | 860,000                            | 285,543                    |
| Allocation District 5 (South) | 24-31-1-562        | 60,914        | -0-                                | 60,914                     |
|                               | Region Total       | \$3,493,875   | 1,030,000                          | 2,463,875                  |
| Region II Northern            |                    |               |                                    |                            |
| Allocation District 2         | 24-81-2-632        | \$1,652,336   | 414,246                            | 1,238,090                  |
| Allocation District 4 (North) | 24-81-2-633        | 887,593       | 275,000                            | 612,593                    |
| Allocation District 5 (North) | 24-81-2-634        | 256,032       | 56,520                             | 199,512                    |
|                               | Region Total       | \$2,795,961   | 745,766                            | 2,050,195                  |
| Region III Southeastern       | 24-81-3-430        | \$ 710,164    | 427,163                            | 283,001                    |
|                               | Region Total       | \$ 710,164    | 427,163                            | 283,001                    |
|                               | Statewide Total    | \$7,000,000   | 2,202,929                          | 4,797,071                  |

Attachment


CK/lta



# Position Paper

BILL NO: H.B. 169

APPROVED:

  
R. J. Knapp  
Commissioner

TITLE: "An act relating to Local Service Roads & Trails" DATE: 04/04/84

This proposed legislation apparently is to fund those projects that are requested but beyond the funding level of the current LSR&T program as contained in the DOT&PF CIP. The 10 million dollars proposed for the program in this bill could undoubtedly be well spent on LSR&T projects. The funding needs for viable projects far exceed this amount of funds. However, a more desirable annual level of funding of the LSR&T program is approximately seven million dollars. This level of funding and the firm expectation of constant funding in future years is necessary to maintain adequate planning for local governments and communities within the unorganized borough to meet their transportation needs.

Last year, the LSR&T Program was reestablished by the legislature as an ongoing program to be funded at a level commensurate to past practices.

Due to the fact LSR&T funding was reduced in the CIP, some additional funding from other sources is warranted to maintain a functional program.

The Department acknowledges that funds exceeding a budget level of \$7 million per year could be utilized for projects without a significant increase of additional overhead costs. However, if not held in check, the LSR&T Program could easily expand beyond the function for which it was established. This program was created primarily to administer projects that were considered difficult if administered through the complex Highway Department structure.

The Department recommends that in the future, a desirable funding level of \$7 million be utilized for the LSR&T Program, with the sole funding source being the Departments CIP.

For additional information contact:  
Charles D. Karella, State LSR&T Engineer  
Phone No. (907) 789-6237

Revision Date: April 4, 1984

**REQUEST**

Bill/Resolution No.: HB 169  
 Title: Local Service Roads & Trails

**FISCAL DETAIL**

Agency Affected: DOTSPF  
 Program Category Affected:

Sponsor: Herrmann, Koponen, etc.  
 Requestor:  
 Date of Request:

BRU, Program or Subprogram(s) Affected:

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

|                        | FY 84 | FY 85 | FY 86 | FY 87 | FY 88 | FY 89 |
|------------------------|-------|-------|-------|-------|-------|-------|
| <b>OPERATING</b>       |       |       |       |       |       |       |
| 100 PERSONAL SERVICES  |       |       |       |       |       |       |
| 200 TRAVEL             |       |       |       |       |       |       |
| 300 CONTRACTUAL        |       |       |       |       |       |       |
| 400 SUPPLIES           |       |       |       |       |       |       |
| 500 EQUIPMENT          |       |       |       |       |       |       |
| 600 LAND & STRUCTURES  |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS     |       |       |       |       |       |       |
| 800 MISCELLANEOUS      |       |       |       |       |       |       |
| <b>TOTAL OPERATING</b> |       |       |       | 54.4  | 58.8  | 63.5  |
| <b>CAPITAL</b>         |       | 0.0   | 0.0   |       |       |       |
| <b>REVENUE</b>         |       |       |       |       |       |       |

**FUNDING: (Thousands of Dollars)**

|               |  |     |     |      |      |      |
|---------------|--|-----|-----|------|------|------|
| GENERAL FUND  |  | 0.0 | 0.0 | 54.4 | 58.8 | 63.5 |
| FEDERAL FUNDS |  |     |     |      |      |      |
| OTHER         |  |     |     |      |      |      |
| <b>TOTAL</b>  |  |     |     |      |      |      |

**POSITIONS:**

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

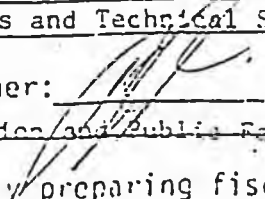
**SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:**

Not identified by the sponsor.

**ANALYSIS: Attach a separate page for analysis**

Prepared By: Charles Karella  
 Division: Standards and Technical Services

Phone: 790-6237  
 Date: 4/4/84

Approved by Commissioner:   
 Agency: Transportation and Public Facilities

Date: 4-4-84

**Distribution (by Agency preparing fiscal note):**

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

12/1/83

HB 169 (cont'd)

IV. ANALYSIS

DOT&PF Direct Project Costs

Insignificant increase in overhead costs is anticipated. No new positions required.

On Going Maintenance Costs

In addition to several miles of boardwalk, foot trails, and bike trails that will be constructed by the end of fiscal year 86, approximately thirty five miles of new roads will be built. The state will be required to maintain at least five miles of the thirty five miles of road at an annual cost of \$8,000 per mile in FY 83 costs. Future years are inflated by 8%. The remaining thirty miles of new roads will be maintained by local communities and funded through state Revenue Sharing. Boardwalks and trails are maintained by the local communities without state assistance.

COMMITTEE REPORTS (House)

CSSB 438 (L&C), (cont'd)

the board to fill out the term to which the member was appointed, regardless of new sections added by this bill. Provides Act takes effect immediately.

Sections of the Senate-passed version are taken out by House L&C, and they include 1) an amendment to current law that would have allowed for one public member on the board; 2) a registrant requesting renewal of a certificate to give evidence of the registrant's continued competence as a professional architect, engineer, or land surveyor; and 3) section allowing existing board members to serve out their term, regardless of appointment of a public member.

Appropriation  
(local service  
rds. & trls.)

HOUSE BILL NO. 169, (see pages 150;189, 1983 report). Reported back to the House April 6 by Finance recommending it be replaced with a Finance substitute and as follows: Bettisworth (V-Chair), Grussendorf, Zharoff, Hurlbert, Ward and Fritz recommend it do pass. Martin, Furnace and Duncar had no recommendation. A letter of intent was attached. To Rules. The letter states:

"It is the intent of the House Finance Committee that the Local Service Roads and Trails (LSR&T) program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT/PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The House Finance Committee intends that the Department of Transportation and Public Facilities support continued operation of this vital program and request continued funding for its operations in subsequent fiscal years."

The Finance substitute appropriates \$6.5 million to the Dept. of Transportation and Public Facilities for allocations for local service roads and trails. Provides Act takes effect immediately.

History: Introduced 2/7/83 by Reps. Herrmann, Koponen, Zharoff, Cato and McBride, and appropriated \$10 million to the Dept. of Transportation and Public Facilities for the local service roads and trails program (identical to SB 7). Reported out of Transportation 2/14 with a do pass recommendation and a letter of intent:

It is the intent of the House Transportation Committee that the Local Service Roads and Trails (LSR&T) program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT/PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

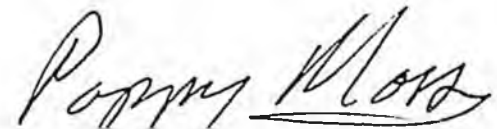
The House Transportation Committee intends the DOT/PF support continued operation of this vital program and request continued funding for its operations in subsequent fiscal years.

SENATE TRANSPORTATION COMMITTEE  
LETTER OF INTENT  
FOR  
COMMITTEE SUBSTITUTE FOR HOUSE BILL 169 (FINANCE)

It is the intent of the Senate Transportation Committee that the Local Service Roads and Trails (LSR&T), program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT&PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The Senate Transportation Committee intends that the Department of Transportation and Public Facilities support continued operation of this vital program and request continued funding for its operations in subsequent fiscal years.



---

H. Pappy Moxs, Chairman  
Senate Transportation Committee

Introduced: 2/7/83  
Referred: Transportation  
and Finance

Funding Information  
General Fund \$10,000,000  
Other Funds -0-  
\$10,000,000

BY HERRMANN, KOPONEN, ZHAROFF,  
CATO AND MCBRIDE

1 IN THE HOUSE

2

HOUSE BILL NO. 169

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6 For an Act entitled: "An Act making an appropriation to the Department of  
7 Transportation and Public Facilities for allocations  
8 for local service roads and trails; and providing for  
9 an effective date."

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

11 \* Section 1. The sum of \$10,000,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for  
13 allocations for local service roads and trails authorized by AS 19.30.111 -  
14 19.30.251.

15 \* Sec. 2. This Act takes effect immediately in accordance with AS 01.-  
16 10.070(c).

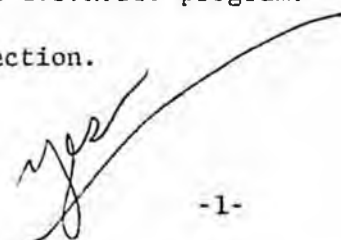
Bette:

This bill is identical to Sen. Ferguson's bill. As this is an appropriations bill, it is not possible to amend the Statute (AS 19.30.111) in it.

The transportation Committee may wish to offer a committee bill after hearing this bill to change the formula to allow a greater porportion of L.S.R. & T. funds to go to the rural areas, (non-Anchorage-Fairbanks-Juneau) The problem would be in gathering the support necessary for passage. Mike Scott in Senator Ferguson's office thought that it would be more possible to accomplish this originating in the House, specifically, the transportation committee. So.. would you like to pursue this or bring it up in committee and discuss possibilities with DOT? Personally, that would be my suggestion. This way the committee would hear the discussion and possibly support such a change in the L.S.R.&T. program.

I await further direction.

Steve



HB 169  
H. TRSD

# MEMORANDUM

State of Alaska  
Department of Transportation & Public Facilities

TO Charles D. Karella  
State LSR&T Engineer  
Standards & Technical Services  
Juneau

DATE March 8, 1984

FILE NO

TELEPHONE NO: 443-5266

FROM Jeffrey S. Chandler *JSC*  
LSR&T Manager  
Northern Region, Western District  
Nome

SUBJECT LSR&T Funding Allocations,  
Unorganized Borough/Western

Per your request, here is a brief description of our fiscal outlook for the LSR&T Program in the Western District unorganized borough.

Generally, under present law, the proposed funding level of \$6.0 million for the Statewide annual LSR&T program should be adequate to meet the Western District's 5 Year Plan for the unorganized borough. The major exception is the need for a one time infusion of \$500,000 which would be used as follows :

|                         |                  |
|-------------------------|------------------|
| St. Michael Local Roads | 300,000          |
| Western LSR&T Equipment | 200,000          |
| Total                   | <u>\$500,000</u> |

The St. Michael project is presently programmed for FY86, however there will be insufficient funding to plan and complete the entire project as requested unless LSR&T or the village can provide the additional funding by 1985.

The Western District LSR&T equipment fleets were substantially reduced during the period we were in phase-out status. We presently have one small fleet in reasonably good shape capable of handling typical LSR&T local hire projects, but one old bulldozer and two old trucks are in need of replacement. This would assure that the fleet will remain operationally effective for the next several years.

Upgrading the existing fleet would result in a level of reliability that would allow us to split it between two projects in seasons when we are administering supplemental grant projects in villages which have a limited assortment of equipment on site. This approach reduces mobilization costs and improves the effective utilization of locally available municipal equipment.

In the event that the present proposed funding level were further increased either Statewide or for the unorganized borough, then we would advance the schedule of projects in our 5 Year Plan accordingly.

This office has also received verbal requests for LSR&T funding involvement from the communities of Mekoryuk and St. Paul. The information received is sketchy, at best. We lack the information needed to properly determine the project scope, cost, or feasibility; only know that the monies needed are anticipated to exceed \$1,000,000 per project.

For what it's worth:

A common sense approach to the functionability of any State funded, intelligently planned program requires that the certainty of future funding availability be known, as the ordinary business of any program centers around a fixed budget. Provisions for limited program adjustments to the seasonal ebb and flow of available funds exists to a small degree in the form of project deletion or construction delay.

To promulgate a five-year LSR&T construction program based on the anticipated availability of six million dollars per year and then to cut back the amount of funds available to the extent being proposed is controversial to say the least.

If nothing else, we have a main purpose at this time of convincing the money appropriating bodies of the importance of maintaining the State's credibility.

# MEMORANDUM

State of Alaska

TO Charles Karella  
Design Construction &  
Maintenance  
Standards - Juneau

DATE March 13, 1984

FILE NO

TELEPHONE NO

FROM

Robert L. Haneline *RH*  
Central Regional  
LSR&T Engineer

SUBJECT

Project Funding  
Requests, LSR&T  
Program

This memo will iterate information on project requests presently in abeyance, awaiting a source of funding approval which was relayed to your office by telephone last week.

## UNORGANIZED BOROUGH IV (South)

### 1. Chignik Bay - \$600,000

Construction of 4,500 l.f. of 14 foot-wide gravel roadway and a single lane, single span, 50 foot-long vehicle bridge. Provide access to proposed new HUD houses. Road to serve dual purpose as a protective dike (seawall).

### 2. Egegik - \$60,000

Construction of 600 l.f. of 16 foot-wide gravel roadway and approximately 3,000 l.f. of four foot-wide gravel path. Provide roadway access to existing HUD houses and replacement of existing boardwalks with a gravel pathway.

### 3. Eek - \$410,000

Construction of 2,700 l.f. of 14 foot-wide gravel roadway between the village proper and the airplane landing strip and 2,700 l.f. of eight foot-wide boardwalk needed to provide access between the village and the cemetery.

### 4. Manokotak - \$3,000,000

Construction of eleven miles of 14 foot-wide gravel roadway. The road is needed to provide City access to a proposed new garbage dump site, HUD housing site and the proposed Snake River Port Access Site. Funding needs are beyond the scope of the LSR&T program. This is a community planned development with a high community priority.

## UNORGANIZED BOROUGH I

### 1. Whittier - \$1,000,000

Construction of 1.4 miles of 26' to 36' wide paved streets, including 5,250 l.f. of sidewalk, 10,000 l.f. of curb and gutter and miscellaneous storm drains (\$700,000). The project also is to include the paving of the boat harbor parking area (\$300,000).

# MEMORANDUM


State of Alaska  
Department of Transportation & Public Facilities

TO: C. D. Karella  
Statewide LSR&T Engineer

DATE: March 13, 1984

FILE NO:

TELEPHONE NO: 364-4222

FROM:  Ole Bartness  
LSR&T Manager  
Southeast Region

SUBJECT: Funding LSR&T Projects  
FY 85 and Future

In regard to your question regarding the effect on the Southeast Region LSR&T Program with funding in the amount of 3.5 million dollars statewide, I offer the following:

Historically, the Southeast Region has received approximately 10 percent of the statewide appropriation. Based on that percentage, this would amount to \$350,000 for this region. Of this amount, approximately \$150,000 would be for the unorganized borough and could fund three to six projects, depending upon how tight we pull the drawstrings.

At the present time, there is an unencumbered balance of \$100,000 remaining for the unorganized borough in Southeast, and there would have been a zero balance long ago if the home rule cities were still included in the unorganized borough.

In what remains in the unorganized borough of the Southeast Region, some immediate future project priorities have been identified as follows:

| <u>Location</u> | <u>Description</u>        | <u>Estimated Cost</u> |
|-----------------|---------------------------|-----------------------|
| Metlakatla      | Roads & Parking           | 140,000               |
| Elfin Cove      | Boardwalk Repair          | 50,000                |
| Kupreanof       | Trail & Boardwalk         | 30,000                |
| Angoon          | Road to Emergency Helipad | 90,000                |
| Clark Bay       | Road or Boardwalk         | Unknown               |
| Port Protection | Boardwalk/Trail           | Unknown               |
| Hyder           | Roads                     | 30,000                |
| Edna Bay        | Trails/Boardwalks         | 30,000                |
| Tenakee         | Trails, Bridges           | Unknown               |
| Hollis          | Road Renovation           | Unknown               |

Although there are some unknowns, it would not be out of line to estimate the above projects at a total cost of \$500,000.

Communities we have never heard from before are now contacting us for assistance. This appears to be a result of the State Land Lotteries which designated road and trail easements, but no access or minimal access was provided. In any event, these communities have needs, but we could furnish very little support with a \$3.5 million LSR&T appropriation.

OB:hn

TO: John J. Simpson, Director  
Standards and Technical Services  
Division

DATE: March 14, 1984

FILE NO: 2519

TELEPHONE NO: 789-6237

FROM: Charles D. Karella  
Statewide LSR&T Engineer  
DC & M Standards

SUBJECT: LSR&T Allocation  
F.Y. 1985

The LSR&T Program was allocated \$7 million to re-establish the program. I was assured by the LBRC last spring, that this funding reflected on on-going program and that future funding would not be a problem.

During the House Transportation Committee hearing on SB 332, March 7, 1984, I suggested that it was not necessary to seek other sources of funding beyond the CIP, such as, SB 332. It would be simpler to manage the program at a solid level of funding. I told the Committee that the Governor's office assured me that they would not cut the LSR&T Program from the CIP budget and the Department would continue to have an adequately funded program in the future.

Since we are involved with all local governments and the legislature, I believe in all fairness, that the \$6 million annual funding level is bare bones and to drop below that will only jeopardize the integrity of the program but increase the cost of management per project constructed.

I feel if the DOT&PF does not want to chance the loss of the little rapport it now has with the legislature, we should leave the five million intact or even increase it.

I believe we will not only lose face with the legislature but also with the local governments who have been going in circles since January 1982 because of the following:

1. We began to phase out the program.
2. Then we established the LSR&T Program as a viable continuous program at a funding level of \$7 million per year.
3. Then we reduced the funds to bare bones level of \$6 million per year.
4. Now we have reduced the funding an additional 30%.

The attached comments from the Regions reflect an additional \$6 million that could be used in unorganized boroughs alone. A like amount could easily be utilized for additional local government projects which were requested, but were beyond our funding level of \$6 million per year.

If requested during the hearing tomorrow on HB 558, I will give the Committee a copy of this memo. (With your concurrence of course).

Attachment

mdh

# MEMORANDUM

State of Alaska  
Department of Transportation & Public Facilities

TO: C.D. Karella  
State LSR&T Engineer  
Juneau

DATE: November 15, 1982

FILE NO:

TELEPHONE NO:

FROM: D.S. Ronken *DR*  
LSR&T Engineer  
Fairbanks

SUBJECT: LSR&T Program

In response to our telephone conversation of 11/5/82, I have informed J. Chandler at Nome to supply you with the information you requested regarding the LSR&T Program in the bush communities.

I have been in contact with the local governments and the comments received from them regarding the LSR&T Program are as follows:

Since local roads and streets are always in need of improvement the local governments would like all the funds they can possibly obtain for roadway construction.

The local governments without road powers feel that the DOT/PF has too much control over the funds. They object to some of the conditions stated in Section "C" of the project agreement.

The local governments however, do like the flexibility of the Program, i.e.:

- 1) Various types of construction that can be funded
- 2) Project funding can be changed to cover overrun, providing funds remain in their allocations
- 3) LSR&T Construction Program submitted (priority list) can be changed, if for some reason the local needs change

Some local governments in the Fairbanks area feel that the manner in which funds are allocated based on population by the latest federal census should be changed. With the population in the Fairbanks area increasing every year and the allocation based on the latest census of 1980 which has been questioned by the local government, they feel the present system leaves much to be desired.

In summary, the local governments like the program and would like to see it refunded. The funds obtained through the LSR&T Program are not sufficient to cover the road improvement needs, but all funds that can be obtained to improve the local transportation system will be accepted by the local governments providing the conditions for its acceptance do not change.

# Alaska State Legislature

## House of Representatives

### Committee on Transportation

Pouch V  
State Capitol  
Juneau, Alaska 99811  
(907) 465-4858



Rep. Bette Cato, Chairman

#### LETTER OF INTENT TO ACCOMPANY HOUSE BILL 169

It is the intent of the House Transportation Committee that the Local Service Roads and Trails (LSR&T), program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT/PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The House Transportation Committee intends the DOT/PF support continued operation of this vital program and request continued funding for it's operations in subsequent fiscal years.

# Alaska State Legislature

## House of Representatives



Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V  
State Capitol  
Juneau, Alaska 9981  
(907) 465-4858

DATE: 27 MARCH

TO: AL ADAMS, CHAIRMAN *BC*  
HOUSE FINANCE COMMITTEE

FROM: Bette Cato, Chairman  
House Transportation Committee

RE: HB 169 - appropriations bill for Local Service Roads and Trails

Per our phone conversation this morning, the House Transportation Committee requests that House Bill 169 be moved out of the House Finance Committee with a reduced appropriation of \$6.5 million.

Please find enclosed back-up material addressing HB 169 and recent correspondence from the Department of Transportation regarding LSR&T allocations for FY 1985.

Thanks so much for your time and assistance.

Enclosure

Offered: 4/6/84  
Referred: Rules

Original sponsors: Herrmann, Koponen,  
Zharoff, et al

Funding Information  
General Fund \$6,500,000  
Other Funds -0-  
\$6,500,000

1 IN THE HOUSE BY THE FINANCE COMMITTEE  
2 CS FOR HOUSE BILL NO. 169 (Finance)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 THIRTEENTH LEGISLATURE - SECOND SESSION  
5 A BILL  
6 For an Act entitled: "An Act making an appropriation to the Department of  
7 Transportation and Public Facilities for allocations  
8 for local service roads and trails; and providing for  
9 an effective date."  
10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:  
11 \* Section 1. The sum of \$6,500,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for alloca-  
13 tions for local service roads and trails authorized by AS 19.30.111 -  
14 19.30.251.  
15 \* Sec. 2. This Act takes effect immediately in accordance with AS 01.-  
16 10.070(c).

TESTIMONY OF  
SENATOR FRANK R. FERGUSON  
ON SENATE BILL 7 BEFORE THE  
SENATE TRANSPORTATION COMMITTEE

SENATE BILL 7 PROVIDES FOR A SUPPLEMENTAL APPROPRIATION TO THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES FOR \$10 MILLION FOR THE LOCAL SERVICE ROADS AND TRAILS (LSR&T) PROGRAM.

THE LSR & T PROGRAM IS A PROGRAM OF VITAL IMPORTANCE TO BOTH URBAN AND RURAL COMMUNITIES. THE PROGRAM OFFERS FUNDING FOR CONSTRUCTION OF LOCAL ROADS AND TRAILS THAT ARE NOT ELIGIBLE TO RECEIVE FEDERAL HIGHWAY FUNDING.

LAST YEAR, THE HAMMOND ADMINISTRATION BEGAN A PHASE-OUT OF THE LSR & T PROGRAM. THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES HAS STATED PUBLICLY THE REASONS FOR THE LSR & T PHASE-OUT IS DUE TO THE MUNICIPAL GRANT PROGRAM AND LINE ITEM APPROPRIATIONS. THIS EXPLANATION IS LACKING IN SUBSTANCE.

FIRST, LINE ITEM APPROPRIATIONS AND MUNICIPAL GRANTS ARE, IN

MOST CASES, THE SAME THING. WHEN MAKING A LINE ITEM APPROPRIATION TO A COMMUNITY, THE LEGISLATURE DESIGNATES IT AS A MUNICIPAL GRANT. THE MUNICIPAL GRANT PROGRAM IS NOT A PROGRAM FUNDED BY THE LEGISLATURE BUT RATHER A PROCEDURE ALLOWING THE STATE TO CONTRACT WITH LOCAL COMMUNITIES.

SECOND, APPROPRIATIONS TO LOCAL COMMUNITIES BY THE LEGISLATURE HAVE NEVER BEEN SUFFICIENT TO MEET THE EXISTING TRANSPORTATION NEEDS. THE LSR & T PROGRAM HAS ALWAYS BEEN LOOKED UPON BY THE LEGISLATURE AS A WAY TO FUND PROJECTS THE ADMINISTRATION AND LEGISLATURE WERE NOT ABLE TO CONSIDER DUE TO TIME CONSTRAINTS BUT WERE IN NEED OF CONSTRUCTION OR REPAIR IMMEDIATELY.

THE \$10 MILLION SUPPLEMENTAL WILL ALLOW THE DEPARTMENT TO ENTER INTO AGREEMENTS WITH LOCAL COMMUNITIES FOR PROJECTS THAT HAVE BEEN IDENTIFIED AS IN NEED OF FUNDING. BECAUSE OF THE PHASE-OUT, THE DEPARTMENT HAS BEEN TRYING TO CLOSE OUT PROJECTS AND NOT ENTERING INTO CONTRACTS FOR PROJECTS THEY KNOW NEED FUNDING. THE MEMORANDUM IN YOUR PACKETS FROM

SENATOR MOSS INDICATES THAT APPROXIMATELY \$2,818,000 IS AVAILABLE FOR FUNDING THROUGH THE END OF THE FISCAL YEAR. ACTUALLY, THE \$2,818,000 IS COMMITTED BUT NOT UNDER AGREEMENT.

IN THE PAST, DOT HAS RECEIVED \$10 MILLION DOLLARS TO COVER A TWO-YEAR PERIOD FOR THE LSR & T PROGRAM. SINCE THE LSR & T PROGRAM DID NOT RECEIVE FUNDING THIS FISCAL YEAR, THE \$10 MILLION WILL ALLOW THE DEPARTMENT TO ENTER INTO AGREEMENTS FOR NEW PROJECTS THIS CONSTRUCTION SEASON, AND CONTINUE OPERATIONS INTO THE NEXT FISCAL YEAR.

COMMITTEE REPORTS (House)

CSSB 438 (L&C), (cont'd)

the board to fill out the term to which the member was appointed, regardless of new sections added by this bill. Provides Act takes effect immediately.

Sections of the Senate-passed version are taken out by House L&C, and they include 1) an amendment to current law that would have allowed for one public member on the board; 2) a registrant requesting renewal of a certificate to give evidence of the registrant's continued competence as a professional architect, engineer, or land surveyor; and 3) section allowing existing board members to serve out their term, regardless of appointment of a public member.

Appropriation  
(local service  
rds. & trls.)

HOUSE BILL NO. 169, (see pages 150;189, 1983 report). Reported back to the House April 6 by Finance recommending it be replaced with a Finance substitute and as follows: Bettisworth (V-Chair), Grussendorf, Zharoff, Hurlbert, Ward and Fritz recommend it do pass. Martin, Furnace and Duncan had no recommendation. A letter of intent was attached. To Rules. The letter states:

"It is the intent of the House Finance Committee that the Local Service Roads and Trails (LSR&T), program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT/PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The House Finance Committee intends that the Department of Transportation and Public Facilities support continued operation of this vital program and request continued funding for its operations in subsequent fiscal years."

The Finance substitute appropriates \$6.5 million to the Dept. of Transportation and Public Facilities for allocations for local service roads and trails. Provides Act takes effect immediately.

History: Introduced 2/7/83 by Reps. Herrmann, Koponen, Zharoff, Gato and McBride, and appropriated \$10 million to the Dept. of Transportation and Public Facilities for the local service roads and trails program (identical to SB 7). Reported out of Transportation 2/14 with a do pass recommendation and a letter of intent:

It is the intent of the House Transportation Committee that the Local Service Roads and Trails (LSR&T) program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT/PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The House Transportation Committee intends the DOT/PF support continued operation of this vital program and request continued funding for its operations in subsequent fiscal years.

Introduced: 2/7/83  
Referred: Transportation  
and Finance

| <u>Funding Information</u> |                     |
|----------------------------|---------------------|
| General Fund               | \$10,000,000        |
| Other Funds                | -0-                 |
|                            | <u>\$10,000,000</u> |

1 IN THE HOUSE

BY HERRMANN, KOPONEN, ZHAROFF,  
CATO AND MCBRIDE

2

HOUSE BILL NO. 169

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making an appropriation to the Department of

7

Transportation and Public Facilities for allocations

8

for local service roads and trails; and providing for

9

an effective date."

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

11

\* Section 1. The sum of \$10,000,000 is appropriated from the general

12

fund to the Department of Transportation and Public Facilities for

13

allocations for local service roads and trails authorized by AS 19.30.111 -

14

19.30.251.

15

\* Sec. 2. This Act takes effect immediately in accordance with AS 01.-

16

10.070(c).

STATE OF ALASKA  
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: HR 169 Date on Bill: 2/7/83  
 Title: Approp. to DOTPF..allocations..local service roads and trails.  
 Sponsor: Herrmann, Koponen, Zharoff, Cato and McBride  
 Requestor: House Transportation Committee

1. Estimated fiscal impacts on:

a. Expenditures:

(Thousands of Dollars)

|           |  |  | FY 83    | FY 84 | FY 85 | FY 86 |  |  |
|-----------|--|--|----------|-------|-------|-------|--|--|
| Capital   |  |  | 10,000.0 |       |       |       |  |  |
| Operating |  |  |          |       |       |       |  |  |
| Total     |  |  | 10,000.0 |       |       |       |  |  |

b. Revenues:

|         |  |  |  |  |  |  |  |  |
|---------|--|--|--|--|--|--|--|--|
| Revenue |  |  |  |  |  |  |  |  |
|---------|--|--|--|--|--|--|--|--|

2. Source of funds to offset fiscal impact of bill:

Sponsor did not identify source.

3. Assumptions:

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor. It not represent the policy of the Sheffield Administration or the final estimate of impact.

Prepared By: Wayne Weeks Phone: 465-4060  
 Division: Planning & Programming Date: 2/14/83

Approved by Commissioner: *J. Cato* Date: 2/19/83  
 Department: Transportation and Public Facilities

5. Distribution:

- Original to Legislative Finance
- Copy to OMB
- Copy to Sponsor
- Copy to Requestor

2/8/83

COMMITTEE REPORTS (House)(cont'd)

SSHB 517 (cont'd)

inspection except as provided. Would make employment histories and educational background submitted by an applicant for an exempt or partially exempt position available for public inspection, subject to reasonable regulations on the time and manner of inspection.

Community  
Health Aide  
Program  
(state aid)

HOUSE BILL NO. 548, (see pages 139;625). Reported back to the House March 29 by Finance recommending it be replaced with a substitute and that it do pass. Concurring: Adams (Chair) Martin, Zharoff, Duncan, Furnace, Fritz, Hurlbert and Lindauer. To Rules.

The Finance substitute deletes language "... A grant is payable in accordance with AS 37.05.316 to the extent that the provisions of that section are consistent with this chapter." Also adds "home rule borough" to definition of "regional health organization": "'regional health organization' means a nonprofit corporation or home rule borough that provides health services in a rural area that is at least 4,000 square miles."

Local Service  
Roads & Trails  
(amendments)

HOUSE BILL NO. 558, (see page 179). Reported back to the House March 28 by Transportation recommending it be replaced with a substitute and that it do pass. Concurring: Cato (Chair), Abood, Herrmann, Davis, M. W. Miller, Szymanski and Bettisworth. Not concurring: McBride and Flood had no recommendation. To Community & Regional Affairs.

The Transportation substitute cleans up language throughout and changes most of the bill by additions or other language changes:

--would require the allocation district boundary to be adjusted by the department to include the local government unit within the department region that contains the largest portion of the area of the local government unit where a department boundary divides a local government unit (former version stated that allocation district boundary "must" be adjusted--this version states that it "shall" be adjusted by the department).

--AS 19.30.131(c) (Access Roads. Allocation of Funds) is amended to remove mention of first class cities. The section allows the Commissioner of Transportation and Public Facilities to give portions of the amount allocated to any borough, either organized or unorganized, and to any home rule or first class city within the borough in an established manner. The section added would delete reference to first class cities, and would allow the Commissioner to allocate to home rule cities within the borough.

--AS 19.30.141 (Acquisition and Construction Programs) to remove mention of first class cities (it states that an organized borough shall include in its five-year plan local service road acquisition and construction programs for all cities other than home rule and first class cities within the boundaries of the borough).

--amends definition of "local government" by removing reference to home rules or first class cities. It now refers to cities of any

COMMITTEE REPORTS (House)(cont'd)

HB 558 (cont'd)

class: "(3) 'local government' means an organized borough of any class, a unified municipality organized under AS 29.68.240 - 29.68.440, [a home rule city,] or a city of any [the first] class;"

--amends the definition of "local service road" to mean ". . . a public road that is used by an average of fewer than 400 vehicles each day and that [which] is not designated as a route on the approved primary federal-aid highway system;"

The following analysis accompanied the fiscal note:

The Committee Substitute for House Bill 558 has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed Committee Substitute revisions are as follows:

1. AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOTPF's regional boundaries. This simplifies the allocation process of LSR&T monies. (As in HB 558)
2. AS 19.30.131(c) and AS 19.30.141 deletes first class cities from direct allocations. Per the Department, the need for this change is to provide first class cities with adequate funds to construct local service roads. Presently, the law treats allocations for most first class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.
3. AS 19.30.161 is reworded (per the Department's request) to require LSR&T projects constructed on a Federal-aid secondary route to be approved by the Commissioner of DOTPF. This language change is needed to assure that Federal requirements for roadway width, design standards and right-of-way are met.
4. AS 19.30.241(3) adds language which includes second class cities to conform with the definition of municipality in AS 29.78.010(8). Per the Department, this change is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.
5. AS 19.30.241(4) adds language to the definition of local service roads to include an average daily traffic count of fewer than 400 vehicles to target LSR&T monies for projects which the LSR&T program was originally intended to do.

Superior &  
District  
Court Judges  
(increasing)

HOUSE BILL NO. 571, (see page 185). Reported back to the House March 30 by Judiciary recommending it be replaced with a substitute and that it do pass. Concurring: Bussell (Chair), Barnes, Liska, Hayes and Wendte. To Finance.

The Judiciary substitute would raise the number of Superior Court judges to 29 (currently 27) with 16 in the Third Judicial District (currently 14). Raises number of District Court judges in the Third Judicial District to 12 (currently there are 4).

The following analysis accompanied the fiscal note on CSHB 571 (Jud):

In his State of the Judiciary message, Chief Justice Burke pointed out a need for an additional two district court and two superior court judges. In the original version of HB 571, the Court System had asked for only one superior court judge and two district court judges, with the assumption that an additional superior court judge could be requested next year or at

COMMITTEE REPORTS (Senate)(cont'd)

SCS CSHB 511 (Fin) amS (cont'd)

|                                   |   |
|-----------------------------------|---|
| HEALTH AND SOCIAL SERVICES        |   |
| 22                                | General Relief Medical                  |
| 56                                | Direct Service Delivery                 |
| 58                                | Southcentral Region                     |
| 66                                | Southeastern Region                     |
| 74                                | Foster Care                             |
| 126                               | Anchorage Block Grant                   |
| 150                               | Community Health Grants                 |
| 154                               | Emergency Medical Services              |
| 160                               | Drug Abuse Grants                       |
| 162                               | Alcohol Abuse Grants                    |
| 168                               | Community Mental Health Grants          |
| 172                               | Community DD Services                   |
| COMMERCE AND ECONOMIC DEVELOPMENT |   |
| 20                                | Occupational Licensing - Investigations |
| 24                                | Commissioner's Office                   |
| 36                                | Alaska Public Utilities Commission      |
| 44                                | APA - Administration                    |
| 48                                | APA - Plant Operation & Maintenance     |
| 50                                | APA - CIP Positions                     |
| 54                                | Enterprise                              |
| 56                                | Minerals Development                    |
| 58                                | Comm Fish Development                   |
| 60                                | International Trade                     |
| 62                                | Energy                                  |
| 64                                | AG & Forestry                           |
| 66                                | AG & Forestry Overhead                  |
| 74                                | Finance & Economics                     |
| 88                                | Tourism                                 |
| 100                               | Advocates                               |
| 102                               | International Trade                     |
| CORRECTIONS                       |   |
| 10                                | Statewide Programs                      |
| 34                                | Probation                               |
| UNIVERSITY                        |   |
| 2                                 | Statewide Programs and Services         |
| 14                                | University of Alaska, Fairbanks         |
| 18                                | Organized Research                      |
| 30                                | University of Alaska, Anchorage         |
| 38                                | University of Alaska, Juneau            |
| 42                                | Anchorage Community College             |
| 54                                | Cooperative Extension Service           |
| 58                                | Islands Community College               |
| 64                                | Kodiak Community College                |
| 70                                | Northwest Community College             |
| 76                                | Rural Education                         |
| LEGISLATURE                       |   |
| 24                                | Council and Subcommittees               |

Harassment of Hunters, Fishermen & Trappers (prohibiting)      CS FOR HOUSE BILL NO. 546 (RES)(AM), (see pages 138;625;868; 925;938). Reported back to the Senate May 15 by Resources recommending it do pass. Concurring: Fahrenkamp (Chair), Ziegler, P. Fischer, Sturgulewski and Mulcahy. Not concurring: Eliason has no recommendation. To Rules.

Local Svc. Rds. & Trails (amendments)      CS FOR HOUSE BILL NO. 558 (RLS), (see pages 179;679;727;827; 837;875). Reported back to the Senate on May 16 by Transportation with the committee recommending it do pass. Concurring: Moss (Chmn.), Gilman and Faiks. To Finance. The committee attached the following letter of intent:

It is the belief of the committee that a significant detractor from the Local Service Roads and Trails Program is the lack of maintenance provided for the projects constructed under the program. The committee recommends the department submit operational funding each year to maintain roads or trails built under the program to minimum standards of construction. The maintenance funding request should be commensurate with the construction funding each year.

COMMITTEE REPORTS (Senate)(cont'd)

CSHB 558 (R1s) (cont'd)

In addition, it is the intent of the Senate Transportation Committee that DOT/PF reexamine the formula specified in 19.30.131 with respect to the new boundaries established by this Act.

Superior &  
District  
Courts  
(judges/venue)

CS FOR HOUSE BILL NO. 571 (FINANCE), (see pages 185;680;926;938). Reported back to the Senate on May 17 by Judiciary with the committee recommending it be replaced with a Senate Judiciary CS and that it do pass. Concurring: Ray (Chmn.), Ziegler, Josephson, Eliason and Pettyjohn. To Finance.

The Senate Judiciary CS returns number of district court judges in Judicial Districts 1 and 2 to the current number (3 in the First Judicial District and 1 in the Second). The House version eliminated all judges from the Second Judicial District and decreased the number in the First District from three to two.

Perm. Fund  
Dividends  
(convicted  
felons)

CS FOR HOUSE BILL NO. 575 (FINANCE)(TITLE AMENDED), (see pages 254;483;501;533). Reported back to the Senate on May 19 by Judiciary with the committee recommending it be replaced with a Senate Judiciary CS (new title) and as follows: Ray (Chmn.) and Pettyjohn signed "do pass"; Ziegler and Eliason signed "no recommendation." To Finance.

The following sectional analysis of the Senate Judiciary CS was prepared by Senate Judiciary:

SECTION 1

Amends the restitution section of Title 12 (Criminal Procedure) to allow an order of restitution to come from a Permanent Fund Dividend.

SECTION 2

Changes the eligibility requirements of Permanent Fund Dividend program to prevent a person from receiving a Permanent Fund Dividend as long as that person has an unsatisfied order of restitution outstanding.

SECTION 3

Makes an unsatisfied restitution order an application for the Permanent Fund Dividend Program.

SECTION 4

A person who has an unsatisfied order of restitution is counted as an eligible person for purposes of calculating the amount of Permanent Fund Dividends.

SECTION 5

This language gives the Department authority to adopt regulations for this new legislation.

SECTION 6

The exemptions granted for Permanent Fund Dividends do not apply to order of restitutions. Also if there is a child support obligation and an order of restitution outstanding—the child support obligation is given preference.

SECTION 7

This Act applies only to permanent fund dividends for years after 1983.

BILLS PASSED IN THE HOUSE

CSHB 529 (FIN)(AM), (cont'd)

each eligible veteran who purchased land on or after March 31, 1983.

The bill then passed the House, 28-2-8-1-1. Nays: Bussell, Koponen. Excused: Flood, Goll, Herrmann, Lacher, M. W. Miller, Tischer, Vaska, Ward. Absent: Malone. 1 vacancy. The effective date clause was adopted.

Local Service Roads & Trails (amendments)      CS FOR HOUSE BILL NO. 558 (RULES). (see pages 179;679;727; 827). On April 24 the Rules substitute was adopted (see page 827) and the bill passed the House, 38-0-0-1. Absent: Wendte. 1 vacancy. The effective date clause was adopted.

Toll Facility Revenue Bonds      CS FOR HOUSE BILL NO. 661 (TRSP), (see pages 372;791). Reported back to the House on April 25 by Finance with the committee recommending it be replaced with the Transportation CS and the majority signing do pass. Concurring: Adams (Chairman), Bettisworth, Martin, Furnace, Hurlbert, Ward, Fritz and Lindauer. Grussendorf, Duncan and Zharoff had no recommendation. To Rules.

April 26 the Transportation CS was adopted and the bill passed, 28-9-2-0-1. Nays: Davis, Duncan, Goll, Koponen, Malone, M. M. Miller, Vaska, Wendte, Zharoff. Excused: Adams, Herrmann. 1 vacancy. Zharoff changed from "yea" to "nay." Duncan gave notice of reconsideration but it was not taken up, and the bill was transmitted to the Senate.

Automobile Clubs (applicability of Insurance Code to)      CS FOR HOUSE BILL NO. 704 (L&C), (see pages 665;791). On April 23 the Labor & Commerce substitute was adopted (see page 791), and the bill passed the House, 36-0-2-1. Excused: Pestinger, Ward. Absent: Hurlbert. 1 vacancy. Rep. Davis gave notice of reconsideration, but it was not taken up and the bill was transmitted to the Senate.

Veterans' Memorial (on site of "Nimbus")      CS FOR HOUSE CONCURRENT RESOLUTION NO. 9 (FIN)(AM S), (see pages 502;766;816). On April 23 the House concurred in Senate amendments, 32-2-2-3-1. Nays: Tischer, Vaska. Excused: Pestinger, Ward. Absent: Hurlbert, Malone, Wendte. 1 vacancy.

OTHER ACTION IN THE HOUSE

Commission on Judicial Conduct      HCS FOR SENATE BILL NO. 453 (JUD)(AM H), (see pages 291;413; 559;565;672;818;830). On April 23 Rep. Barnes moved that the House recede from its amendment to the bill, and recommended that the body vote no. The House failed to recede, 13-21-2-3-1. Yeas: Clocksin, Davis, Duncan, Flood, Goll, Koponen, Lacher, Larson, M. M. Miller, Szymanski, Vaska, Wendte, Zharoff. Excused: Pestinger, Ward. Absent: Grussendorf, Hurlbert, Malone. 1 vacancy.

1984 LEGISLATIVE PROPOSAL REVISED JANUARY 18, 1984

(Submitted by: Standards and Technical Services)

LOCAL SERVICE ROADS & TRAILS (LSR&T) Additional legislation required:

AS 19.30.131(c) and AS 19.30.141 are reworded to delete first class cities from direct allocations.

"Remove first class cities from direct allocations"

The need for this change is to provide first-class cities with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first class cities through their respective borough or unorganized borough on a priority basis.

Prior to the 1981 change in the LSR&T Act, first class cities were treated as follows:

Organized Boroughs (Local Government Administration)

First-class cities within the boundary of an organized borough which submitted proposed projects to the borough to utilize LSR&T funds were prioritized along with requests from other communities, including second-class cities.

Prioritizing projects was at the discretion of the local government involved and usually consisted of the following criteria:

1. Need
2. Involvement of a L.I.D. (Local Improvement District)
3. Viability
4. Fundability (Transportation oriented)
5. Number of past LSR&T projects
6. Amount of LSR&T funds used on past projects.

Unorganized Boroughs (DOT&PF Administration)

First-class cities within the boundary of an unorganized borough submitted proposed projects to the Regional Manager for the LSR&T Program to be included in the Annual Program Document.

These projects were reviewed and prioritized along with requests from other communities, including second-class cities utilizing the following factors:

1. Number of past projects constructed with LSR&T funds.


January 18, 1984

2. Amount of dollars funded for LSR&T projects in the past.
3. Year of last project funded for that community.
4. Local participation in funding of project.
5. Availability of local equipment.
6. Availability of local labor.
7. Location of LSR&T equipment.
8. Availability of DOT&PF equipment fleet.
9. Possibility of DOT&PF contract to construct project.
10. Whether project is on the connected road system.
11. Availability of a contractor at the site of the project during the proposed time of construction.

# MEMORANDUM

State of Alaska  
Department of Transportation & Public Facilities

TO: Susan Fleishhauer  
Special Assistant to the Commissioner

FROM:  John J. Simpson, Director  
Standards and Technical Services

DATE: March 5, 1984  
FILE NO: 2519  
TELEPHONE NO: 789-6247  
SUBJECT: Legislative Request  
LSR&T Program

The attached response to the legislative request dated 2/7/84, received 3/2/84, reflects the Department's stand.

JJS/CDK/lta

cc: House Transportation Committee

QUESTIONS POSED IN COMMITTEE 2/7/84  
FOR DOTPF

1. Need clarification from DOTPF on why the Governor reduced the funding from last year.
2. Are there any funds left over from the \$7 million appropriated SL'83, Chapter 94?
3. What are the characteristics of the expenditures for those projects, and funding amounts?

# MEMORANDUM

State of Alaska  
Department of Transportation & Public Facilities

TO: John J. Simpson, Director  
Standards and Technical Services

DATE: March 5, 1984

FILE NO

TELEPHONE NO 789-6247

FROM: Charles D. Karella *CDK*  
Standards LSR&T Engineer

SUBJECT: House Transportation  
Inquiry

In response to questions posed in committee 2/7/84:

Question 1. Need clarification from DOT&PF on why the Governor reduced the funding from last year.

Response: The Governor reduced the funding at the request of DOT&PF. Since the SLA 1983 Allocation was not considered as a "one-time-shot-in-the-arm", the DOT&PF recommended the reduced amount and inclusion of annual funding for LSR&T in all future Capital Improvement Program.

Question 2. Are there any funds left over from the \$7 million appropriated SLA '83, Chapter 94?

Response: The attached funding status reflects \$4.8 million remaining to be obligated.

During the period of time the program was in phase-out status (1/2/82 to 7/25/83) no planning for future LSR&T projects was accomplished. As a result, it has taken some time to accelerate the program. A Statewide five-year program has now been prepared, and by the end of calendar year 1984, the program should be up to its former capability once again with the remaining funds used.

Question 3. What are the characteristics of the expenditures for these projects, and funding amounts?

Response: The following reflects the character and funding amounts for these projects:

| Collocation Code    | Project | Name                          | Funding    |
|---------------------|---------|-------------------------------|------------|
| 24311550            | G00901  | Local Govt I                  | 70,000.00  |
|                     | G17005  | RR Lease Area Paving-Whittier | 100,000.00 |
| Collocation Totals: |         |                               | 170,000.00 |
| 24311551            | G10114  | DOT-Equipment                 | 250,000.00 |
|                     | G10154  | Newhalen Subdivision Rds      | 50,000.00  |
|                     | G10155  | New Stuyahok City Streets     | 100,000.00 |
|                     | G10156  | Shageluk Road Reconstruction  | 70,000.00  |
|                     | G10157  | Nanokotak City Streets        | 100,000.00 |
|                     | G10160  | Old Kasigluk Boardwalks       | 40,000.00  |

| Collocation Code    | Project | Name                                   | Funding    |
|---------------------|---------|--|------------|
|                     | G10161  | Kongiganak Boardwalks                  | 65,000.00  |
|                     | G10162  | Kwigillingok Boardwalk & Footbridges   | 70,000.00  |
|                     | G10163  | Mekoryuk Boardwalks                    | 45,000.00  |
|                     | G10164  | Nunapitchuk Boardwalks                 | 27,000.00  |
| Collocation Totals: |         |  | 817,000.00 |
| 24812632            | G22106  | City of Fairbanks "D" St. Shannon Park | 153,235.00 |
|                     | G27020  | Tofty Rd                               | 8,184.00   |
|                     | G27023  | Interior-Healy-Otto Lk Area            | 12,000.00  |
|                     | G27026  | River Road - Eagle                     | 25,000.00  |
|                     | G27034  | Birch Creek Street Improvement         | 125,000.00 |
|                     | G27035  | Tok Area Access Road                   | 100,000.00 |
| Collocation Totals: |         |  | 423,419.00 |
| 24812633            | G00041  | Western Div-Reconnaissance             | 10,000.00  |
|                     | G20207  | Mukluk Creek Bridge                    | 50,000.00  |
|                     | G47058  | Winter Trail Staking                   | 100,000.00 |
|                     | G47059  | Western LSR&T Equipment                | 115,000.00 |
| Collocation Totals: |         |  | 275,000.00 |
| 24813430            | G00031  | Reconnaissance                         | 10,000.00  |
|                     | G31106  | Riverside Drive - Juneau               | 155,946.00 |
|                     | G31205  | Katlian Lincoln J Davis Pave - Sitka   | 76,934.00  |
|                     | G31307  | Chilkat Lake Road - Haines Borough     | 24,022.00  |
|                     | G31308  | Six-Year Program - Haines Borough      | 10,105.00  |
|                     | G32201  | Petersburg-8th Gauffin & Uncon         | 18,991.00  |
|                     | G37048  | Tenakee J Street Stairway              | 6,000.00   |
|                     | G37050  | Kupreanof Trail                        | 6,500.00   |
|                     | G37051  | Kake Cemetery Access Road              | 3,665.00   |
|                     | G37055  | Elfin Cove Trails                      | 35,000.00  |
|                     | G37056  | South Bay Access Road - Thorne Bay     | 25,000.00  |
|                     | G37057  | Angoon Housing Access                  | 30,000.00  |
| Collocation Totals: |         |  | 402,163.00 |

COMMITTEE REPORTS (House)

Contractors'  
Payment Bond  
(claims  
against)

HOUSE BILL NO. 540, (see page 137). Reported back to the House April 18 by Labor & Commerce recommending it be replaced with a substitute and as follows: Ringstad and Furnace recommend it do pass; Cowdery (Chair), Uehling and Koponen had no recommendation. To Rules.

The L&C substitute rewrites the bill. The new version:

--Amends AS 36.25.010(a) (Bonds of Contractors for Public Buildings or Works) requiring a payment bond for projects that exceed \$100,000 ". . .with a corporate surety qualified to do business in the state, or at least two individual sureties who shall each justify in a sum equal to the amount of the bond for the protection of all persons who supply labor, materials, supplies, or equipment [and materials] in the prosecution of the work provided for in the contract;. . ." (underlined material added, bracketed material deleted).

--Amends AS 36.25.020(a) (Rights of Persons Furnishing Labor or Material), changing language from "labor or material" to "labor, materials, supplies, or equipment", as in amendment to section 010, above.

--Rewrites AS 36.25.020(b), relating to action on a payment bond. The person having direct contractual relationships with a subcontractor, but no contractual relationship expressed or implied with the contractor furnishing the payment bond, has a right of action on the payment bond only if written notice is provided to the contractor. The written notice that must be provided for materials, supplies, or equipment furnished shall be given not later than 30 days after the first date on which the person furnished the materials, supplies, or equipment for which the claim is made, and shall state the name of the subcontractor to whom materials, etc., were furnished, identify the public building project or public works project, and describe materials, supplies, and equipment (current law requires notice to be given within 90 days for both labor and materials).

--Adds a new subsection to AS 36.25.020 (Rights of Persons Furnishing Labor or Materials) that sets out the form that is required for notice to a contractor of a claim against the contractor's bond by the person performing labor for the subcontractor, and the form for notice of a claim against a contractor's payment bond by the person furnishing materials, supplies, or equipment to a subcontractor.

--Does not provide for an effective date (becomes law 90 days after Governor signs bill).

Local Service  
Roads & Trails  
(amendments)

HOUSE BILL NO. 558, (see pages 179;679;727). Reported back to the House April 18 by Rules recommending it be replaced with a substitute and that it do pass. Concurring: Fuller (Chair), Phillips, Hayes, Tischer and Liska. Not concurring: M. M. Miller has no recommendation. To Rules.

Rules adds language to definition of "local service road", excluding roads that are designated as a route on the approved

COMMITTEE REPORTS (House)

HB 558, (cont'd)

"urban or interstate" federal-aid highway system.

Legislative  
Facilities/  
Space

HOUSE BILL NO. 596, (see pages 266;728). Reported back to the House April 17 by State Affairs recommending it be replaced with the HESS substitute (see page 728) and as follows: Abood (Chair) and Cowdery recommend it do pass; M. M. Miller recommends it do not pass; Larson and Shultz have no recommendation; Lacher signed "do not pass, bill stripped". To Rules.

Appropriation  
(supplemental)  
(AK State  
Council on  
the Arts)

SS FOR HOUSE BILL NO. 617, (see pages 357;473;537;682). Reported back to the House April 18 by Finance recommending it do pass. Concurring: Adams (Chair), Furnace, Grussendorf, Duncan, Hurlbert and Fritz. Not concurring: Martin and Lindauer had no recommendation. To Rules.

Appropriation  
(special)  
(Fairbar  
school)

HOUSE BILL NO. 622, (see pages 358;739). Reported back to the House April 17 by Transportation recommending it do pass. Concurring: Cato (Chair), M. W. Miller, Davis, Flood and Szymanski. Not concurring: Abood had no recommendation. To Finance.

Appropriation  
(special)  
(Outdoor Fund)

HOUSE BILL NO. 639, (see pages 365;684). Reported back to the House April 18 by Finance recommending it do pass. Concurring: Adams (Chair), Grussendorf, Hurlbert and Fritz. Not concurring: Martin, Furnace and Duncan had no recommendation. To Rules.

Historic  
Properties  
Grants

HOUSE BILL NO. 640, (see pages 365;526). Reported back to the House on April 18 by Finance recommending it do pass. Concurring: Adams (Chair), Grussendorf, Hurlbert and Fritz. Not Concurring: Martin, Furnace and Duncan had no recommendation. To Rules.

AK Resources  
Corporation

HOUSE BILL NO. 685, (see pages 386;578;685). Reported back to the House April 19 by Finance recommending it be replaced with the House Special Committee on State Loans substitute (see page 685) and that it do pass. Concurring: Adams (Chair), Lindauer, Grussendorf, Ward, and Fritz. Not concurring; Martin and Duncan had no recommendation. To Rules.

Marijuana  
(possession)

HOUSE BILL NO. 698, (see page 519). Reported back to the House April 18 by Judiciary recommending it do pass. Concurring: Bussell (Chair), Barnes, Liska, Hayes and Wendte. Not concurring: Clocksin and Malone recommend it do not pass. To Rules.

Personal Ser-  
vices Contracts  
(use of public  
funds for)

HOUSE BILL NO. 708, (see page 668). Reported back to the House April 18 by State Affairs recommending as follows: Abood (Chair), Ward and Cowdery recommend it do pass. Lacher, M. M. Miller, Larson and Shultz had no recommendation. The

COMMITTEE REPORTS (House)

HB 505, (cont'd)

chapter, the director may impose a civil penalty not to exceed \$200 or the actual amount of gain, whichever is greater, for each violation, but if the director finds the violation to be wilful the director may impose a penalty of \$2,000 or three times the actual amount of gain, whichever is greater, . . .". (was "shall impose a penalty of \$2,000" in previous version).

--Adds new section amending AS 21.84.590 (Fraternal Benefit Societies. Other Provisions Applicable). The amendments are technical in nature.

State Aircraft  
(accidents)

HOUSE BILL NO. 510, (see pages 53;678). Reported back to the House April 4 by Finance recommending it be replaced with a Finance substitute and that it do pass. Concurring: Adams (Chair), Martin, Bettisworth, Furnace, Lindauer, Grussendorf, Hurlbert, Ward and Fritz. Not concurring: Duncan and Zharoff had no recommendation. To Rules.

The Finance substitute slightly changes the definition of "aircraft accident" to mean "(1) an occurrence associated with the operation of an aircraft that takes place between the time a person boards the aircraft with the intention of flight until the time the person disembarks and in which. . .(B) the aircraft receives substantial damage as defined under regulations of the National Transportation Safety Board;" Finance also adds an immediate effective date.

Local Service  
Roads & Trails  
(amendments)

HOUSE BILL NO. 558, (see pages 179;679). Reported back to the House April 4 by Community & Regional Affairs recommending it be replaced with a substitute and that it do pass. Concurring: M. W. Miller (Chair), Phillips and Cato. Not concurring: Lacher had no recommendation. To Rules.

The C&RA substitute changes the definition of "local service road" to mean a road that is used by an average of fewer than 750 vehicles a day (was fewer than 400 vehicles in former version) and that is not designated as a route on the approved primary federal-aid highway system.

Permanent Fund  
Dividends  
(use to pay  
state debts)

HOUSE BILL NO. 564, (see pages 183;493;523). Reported back to the House April 6 by Finance recommending it be replaced with the State Affairs substitute (see page 523) and that it do pass. Concurring: Bettisworth (V-Chair), Martin, Furnace, Grussendorf, Duncan, Zharoff, Hurlbert, Ward and Fritz. To Rules. The Committee attached the following letter of intent:

"It is the intent of the legislature that the Department of Revenue designate a hearing officer who will consider the existence of unusual economic conditions in certain documented cases of economic hardship in the geographic area in which an individual resides, and the effect that using this section, to collect debts owed to the state, would have on the individuals health and safety."

HCR 15

it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE CONCURRENT RESOLUTION NO. 15 (Rules) (same title) and reports it back as follows: M.W.Miller (Chairman) and Wallis recommend do pass. Fuller, Grussendorf, Davis, Pignalberi and Martin have no recommendation.

HCR 15 was referred to the Rules Committee for placement on the calendar.

HJR 24

The Finance Committee has considered HOUSE JOINT RESOLUTION NO. 24 (sharing federal revenue generated from development of the outer continental shelf) and reports it back as follows: Adams (Chairman), Larson, Pourchot, Uehling, Rieger, Frank, Binkley and Cotten recommend do pass. Szymanski has no recommendation.

HJR 24 was referred to the Rules Committee for placement on the calendar.

HB 8

The Resources Committee has considered HOUSE BILL NO. 8 (relating to harassment of game), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 8 (Judiciary) (page 260) and reports it back as follows: Shultz (Co-Chairman) recommends "amend, delete drive and herd." Cato, Thompson and Wallis recommend do pass. Jenkins, Pearce and M.W.Miller have no recommendation.

HB 8 was referred to the Rules Committee for placement on the calendar.

HB 91

The State Affairs Committee has considered HOUSE BILL NO. 91 (allowing retirement credit for the unused sick leave of an employee of a political subdivision or public organization participating in the public employees' retirement system) and reports it back as follows: Hurley (Chairman), Boucher, Jenkins, Navarre and Cato have no recommendation. M.M.Miller recommends do pass.

A zero fiscal note with an analysis was attached and appears in House Journal Supplement No. 52.

HB 91 was referred to the Finance Committee.

HB 111

The Resources Committee has considered HOUSE BILL NO. 111 (local service roads and trails; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR

MESSAGES FROM THE SENATE

A message dated April 18, 1985, was read stating the Senate has approved the following citation and it is being enrolled:

In Memoriam - Edmund Knutsen

HCR 10

A message dated April 18, 1985, was read stating the Senate has passed HOUSE CONCURRENT RESOLUTION NO. 10 (recognition of International Youth Year) and it is returned.

HCR 10 was referred to the Chief Clerk for enrollment.

CSHB 157(Jud)am

A message dated April 18, 1985, was read stating the Senate has passed COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 157 (Judiciary) amended (making corrective amendments to the Alaska Statutes as recommended by the revisor of statutes; effective date) with the following amendment:

Page 19, line 23: Delete Sec. 62  
renumber accordingly

and so, CSHB 157(Jud)amS is transmitted for consideration.

CSHB 157(Jud)am will be taken up under Unfinished Business.

COMMUNICATIONS

A notice dated April 17, 1985, from the Commissioner of the Department of Public Safety, Robert J. Sundberg, was received, of proposed changes dealing with classified driver's licenses. The notice is on file in the Chief Clerk's office and a copy was distributed to each member.

A notice dated April 4, 1985, from the Commissioner of the Department of Labor, Jim Robison, was received, of proposed changes to Title 8 of the Alaska Administrative Code relating to wages. The notice is on file in the Chief Clerk's office and a copy was distributed to each member.

REPORTS OF STANDING COMMITTEESHCR 15

The Rules Committee has considered HOUSE CONCURRENT RESOLUTION NO. 15 (control of wolf predation), recommends

HB 111

HOUSE BILL NO. 111 (Transportation) (page 600) and reports it back as follows: Shultz (Co-Chairman), Cato, Pearce, Thompson, M.W.Miller and Wallis recommend do pass. Jenkins has no recommendation.

HB 111 was referred to the Rules Committee for placement on the calendar.

HB 288

The Judiciary Committee has considered HOUSE BILL NO. 288 (taking of fish and game for subsistence and personal use; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 288 (Judiciary) (same title) and reports it back as follows: M.M.Miller (Chairman), Clocksin and Sund recommend do pass. Pettyjohn and Phillips recommend do not pass. Gruenberg and Taylor have no recommendation.

HB 288 was referred to the Rules Committee for placement on the calendar.

REPORTS OF SPECIAL COMMITTEESHB 105

The House Special Committee on State Loans has considered HOUSE BILL NO. 105 (international airports revenue bonds authorization; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 105 (Loans):

"An Act relating to the authorization of bonds or notes, establishing conditions under which the bonds or notes for the DeLong Mountain transportation project may be issued; and providing for an effective date."

and reports it back as follows: Sund (Chairman), Uehling and Fuller recommend do pass. Cotten has no recommendation.

HB 105 was referred to the Finance Committee.

INTRODUCTION, FIRST READING AND REFERENCE  
OF HOUSE BILLSHB 389

HOUSE BILL NO. 389 by the Rules Committee by request of the Governor, entitled:

HB 389

"An Act relating to direct service charges for the sale of power by the Alaska Power Authority to retail consumers."

was read the first time and referred to the Community & Regional Affairs, House Special Committee on State Loans, and Finance Committees.

A zero fiscal note was attached.

The Governor's transmittal letter, dated April 19, 1985, appears below:

"Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to direct service charges for the sale of power by the Alaska Power Authority to retail consumers.

This bill addresses financing concerns with regard to future energy projects acquired or constructed by the Alaska Power Authority where the principal user of the power generated or transmitted by the authority is a non-governmental utility. Section 103(b) of the Internal Revenue Code restricts the use of tax-exempt bonds for financing power projects and transmission interties which are secured by payments to be made under power sales agreements with non-governmental utilities such as private investor-owned utilities, rural electric associations, and electric cooperatives.

This bill would facilitate the use of tax-exempt financing by authorizing the authority to impose and collect direct service charges from consumers, as an alternative to power sales agreements, as a method for securing and providing for the payment of bonds issued by the authority. Money collected by the authority from the imposition of direct service charges will constitute revenues to meet the costs of acquiring, financing, and guaranteeing power projects. The tax-exempt financing permitted by the use of direct service charges should help to reduce the capital costs of power projects.

After this bill is passed, the authority will seek a revenue ruling from the IRS to confirm that the use of direct service charges as security for revenue bonds will permit tax-exempt financing of power projects.

Sincerely,

/s/  
Bill Sheffield  
Governor"

14-08327  
Ford

Funding Information

|              |                    |
|--------------|--------------------|
| General Fund | \$7,000,000        |
| Other Funds  | -0-                |
|              | <u>\$7,000,000</u> |

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE  
2 HOUSE BILL NO.  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 FOURTEENTH LEGISLATURE - FIRST SESSION  
5 A BILL  
6 For an Act entitled: "An Act making a special appropriation to the Depart-  
7 ment of Transportation and Public Facilities for  
8 local service roads and trails; and providing for an  
9 effective date."  
10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:  
11 \* Section 1. The sum of \$7,000,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for alloca-  
13 tions for local service roads and trails authorized under AS 19.30.111 -  
14 19.30.251.  
15 \* Sec. 2. The appropriation made by this Act is for allocation to  
16 capital projects and is subject to AS 37.25.020.  
17 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.-  
18 10.070(c).  
19  
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29

Introduced: 1/25/85  
Referred: Transportation and  
Resources

BY THE RULES COMMITTEE BY  
REQUEST OF THE GOVERNOR

1 IN THE HOUSE

2 HOUSE BILL NO. 111

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to local service roads and trails;  
7 and providing for an effective date."

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

9 \* Section 1. AS 19.30.127 is repealed and reenacted to read:

10 Sec. 19.30.127. ALLOCATION DISTRICTS. (a) The state is divided  
11 into allocation districts that are identical to the department's  
12 operating regions.

13 (b) Where a department region boundary divides a local govern-  
14 ment unit, the allocation district boundary must be adjusted by the  
15 department to include the local government unit within the department  
16 region that contains the largest portion of the area of the local  
17 government unit.

18 \* Sec. 2. AS 19.30.131(a) is amended to read:

19 (a) During each fiscal year the commissioner shall allocate sums  
20 appropriated or otherwise designated for expenditure on [UPON] local  
21 service roads for that fiscal year among the [FIVE] allocation dis-  
22 tricts in the following manner: one-half in the ratio which the area  
23 of each allocation district bears to the total area of the state and  
24 one-half in the ratio which the population of each allocation district  
25 bears to the total population of the state as shown by the latest  
26 available federal census.

27 \* Sec. 3. AS 19.30.131(c) is amended to read:

28 (c) The commissioner shall also further allocate portions of the  
29 sum allocated to any borough, either organized or unorganized, and to

1 any home rule [OR FIRST CLASS] city within the borough in the follow-  
2 ing manner:

3 (1) one-half in the ratio which the area of each home rule  
4 [OR FIRST CLASS] city bears to the total area of the borough excluding  
5 salt water areas; and

6 (2) one-half in the ratio which the population of each home  
7 rule [OR FIRST CLASS] city bears to the total population of the bor-  
8 ough as shown by the latest available federal census.

9 \* Sec. 4. AS 19.30.141 is amended to read:

10 Sec. 19.30.141. ACQUISITION AND CONSTRUCTION PROGRAMS. Before  
11 October 1 of each fiscal year each local government eligible for  
12 allocation of funds under AS 19.30.131 shall submit to the commis-  
13 sioner for approval a five-year plan for the acquisition and construc-  
14 tion of local service roads and trails. Before December 1 of each  
15 fiscal year the commissioner shall submit to the governor a five-year  
16 plan for the acquisition and construction of local service roads and  
17 trails, including the approved local government programs. An or-  
18 ganized borough shall include in its five-year plan local service road  
19 acquisition and construction programs for all cities other than home  
20 rule [AND FIRST CLASS] cities within the boundaries of the borough.  
21 The commissioner shall include in the [HIS] five-year plan local  
22 service road and trail acquisition and construction within the unor-  
23 ganized borough.

24 \* Sec. 5. AS 19.30.161 is amended to read:

25 Sec. 19.30.161. DESIGN STANDARDS, RIGHTS-OF-WAY AND WIDTHS.  
26 Design standards, rights-of-way and widths for each local service road  
27 and trail project must [SHALL] have the prior approval of the commis-  
28 sioner, unless the project is under the supervision of a local govern-  
29 ment that has assumed local road powers. If the project is under the

1 supervision of a local government that has assumed road powers, and  
2 the project is not located on a federal-aid secondary route, design  
3 standards, rights-of-way and widths must [SHALL] be established by the  
4 local government. If a project under the supervision of a local  
5 government that has assumed road powers is located on a federal-aid  
6 secondary route, design standards, rights-of-way, and widths must have  
7 the prior approval of the commissioner.

8 \* Sec. 6. AS 19.30.241(3) is amended to read:

9 (3) "local government" means an organized borough of any  
10 class, a unified municipality organized under AS 29.68.240 -- 29.68.-  
11 440, [A HOME RULE CITY,] or a city of any [THE FIRST] class;

12 \* Sec. 7. AS 19.30.241(4) is amended to read:

13 (4) "local service road" means a public road that is used  
14 by an average of fewer than 750 vehicles each day and that [WHICH] is  
15 not designated as a route on the approved primary, urban, or inter-  
16 state federal-aid highway system;

17 \* Sec. 8. This Act takes effect July 1, 1985.

# WORK ORDER REQUEST FORM

14 - 8882

KEYWORDS: As transportation

ASSIGNED TO Ford

REQUEST FOR: BILL  RESOLUTION  RESEARCH  OTHER

SUBJECT As DOT/PT for local service trails authorization

REQUESTED FOR House Transportation BY Rhonda EXT. 4058

\* DELIVER TO Rep. Case Cap 10 TAKEN BY Belier

INSTRUCTIONS, EXPLANATIONS Draft bill appropriating 7 million to DOT/PT for local service trails authorized under AS 10.20.111 - 10.20.251. Provide for an immediate effective date.

*3/5 to final*

OBTAIN

SPECIAL DRAFTING INSTRUCTIONS ATTACHED

AUTHORIZED TO CONFER WITH \_\_\_\_\_

RETURN \_\_\_\_\_

TO REQUESTER

APPROVED: [Signature] Director, Legal Services

REVIEWED \_\_\_\_\_

SPECIAL INSTRUCTIONS TO TYPIST/PROOFREADER

IN 03/04/85 DUE \_\_\_\_\_

*copy by 4:30*

TYPED - Draft \_\_\_\_\_ DATE \_\_\_\_\_

Final \_\_\_\_\_ DATE \_\_\_\_\_

PROOFED \_\_\_\_\_ DELIVERED \_\_\_\_\_

DRAFT

FINAL

TRANSPORTATION COMMITTEE DAILY AGENDA

=====

- 1) CALL MEETING TO ORDER
- 2) NOTE MONTH/DAY/YEAR                      Tuesday, March 5, 1985
- 3) NOTE TIME:                                      (7:00 a.m.)
- 4) NOTE MEMBERS PRESENT AND EXCUSED

--Note: For the record, also note any late arrivals to the meeting.

- 5) RECOGNIZE VIP's
- 6) REMIND PARTICIPANTS TO SIGN THE WITNESS REGISTER
- 7) BRING BEFORE THE COMMITTEE:

    HB 111      "An Act relating to local service roads and trails; and providing for an effective date." Sponsored by the Rules Committee by Request of the Governor.

- 8) ATOP THE COMMITTEE FOLDERS ARE:
  - ° A summary of questions on HB 111 asked by the committee at the last meeting.
  - ° Last Tuesday's minutes on HB 111.
  - ° A copy of the draft of an appropriations bill to accompany HB 111.
  - ° A copy of the funding status of the Local Service Roads and Trails program as of February 26, 1985 (in response to Rep. Davis's question).
  - ° A copy of the distribution formula comparisons. (It also includes a comparison of five regions versus three regions.)
  - ° An outline of the department's reasoning on having three regions.
- 9) INTRODUCE : Commissioner Richard Knapp  
                  Charles Karella

10) ANNOUNCE TIME OF ADJOURNMENT

Please explain once again why DOT desires the LSR & T program to be administered according to the 3 operational regions as opposed to the 5 districts? What effect will this have on all the small communities?

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

Page 1 of 3

Revision Date: \_\_\_\_\_

REQUEST

Bill/Resolution No.: HB 111  
 Title: An act relating to local service roads and trails  
 Sponsor: \_\_\_\_\_  
 Requestor: \_\_\_\_\_  
 Date of Request: \_\_\_\_\_

FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: Design and Construction  
 BRU, Program or Subprogram(s) Affected: Capitol Program

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                        | FY 85 | FY 86 | FY 87 | FY 88 | FY 89 | FY 90 |
|------------------------|-------|-------|-------|-------|-------|-------|
| <b>OPERATING</b>       |       |       |       |       |       |       |
| 100 PERSONAL SERVICES  |       |       |       |       |       |       |
| 200 TRAVEL             |       |       |       |       |       |       |
| 300 CONTRACTUAL        |       |       |       |       |       |       |
| 400 SUPPLIES           |       |       |       |       |       |       |
| 500 EQUIPMENT          |       |       |       |       |       |       |
| 600 LAND & STRUCTURES  |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS     |       |       |       |       |       |       |
| 800 MISCELLANEOUS      |       |       |       |       |       |       |
| <b>TOTAL OPERATING</b> | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - |
| <b>CAPITAL</b>         | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - |
| <b>REVENUE</b>         |       |       |       |       |       |       |

FUNDING: (Thousands of Dollars)

|               |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|
| GENERAL FUND  |  |  |  |  |  |  |
| FEDERAL FUNDS |  |  |  |  |  |  |
| OTHER         |  |  |  |  |  |  |
| <b>TOTAL</b>  |  |  |  |  |  |  |

POSITIONS:

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

ANALYSIS: Attach a separate page if necessary

Attached

Prepared By: Charles D. Karella Phone: 465-4070  
 Division: \_\_\_\_\_ Date: 10/19/84  
 Approved by Commissioner: *Don Poyry* Date: 11/15/84  
 Agency: Transportation & Public Facilities

Distribution (by Agency preparing fiscal note):  
 Legislative Finance  
 Legislative Sponsor  
 Requestor  
 Office of Management and Budget  
 Impacted Agency(ies)

7/1/84

The proposed bill is strictly a housekeeping measure and has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed bill revises A.S. 19.30 in five areas:

- 1) AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOT&PF regional boundaries. This simplifies the allocation process of LSR&T monies.
- 2) AS 19.30.131(c) and AS 19.30.141 removes first class cities from district allocation. This change returns the first class cities to their former status which allows them to receive adequate funds to construct a project.
- 3) AS 19.30.161 is reworded to require LSR&T projects constructed on a federal-aid secondary route to be approved by the Commissioner of DOT&PF. This language change is needed to assure that federal requirements for roadway width, design standards and right-of-way are met.
- 4) AS 19.30.241(3) is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.
- 5) AS 19.30.241(4) is reworded to limit LSR&T construction to low volume roads. The break between high volume roads and low volume roads is 750 vehicles per day. Correction of an oversight of past legislation in defining specific routes of the Federal-aid highway system is necessary.

An Act relating to local service roads, trails and providing for an effective date.

These amendments to the Act are necessary in order to revise the out-of-date allocation areas, assure sufficient funding of projects under the priority system, clarify design standards for secondary federal routes, revise the local government definition to conform with other Alaska Statutes, limit LSR&T construction to low volume roads and correct an oversight of defining specific routes of the federal highway system.

HB 110

I believe that this bill will provide greater clarity and more workable requirements, and, as a consequence, will improve the administration of state elections.

Sincerely,

/s/

Bill Sheffield  
Governor"

HB 111

HOUSE BILL NO. 111 by the Rules Committee by request of the Governor, entitled:

"An Act relating to local service roads and trails; and providing for an effective date."

was read the first time and referred to the Transportation and Resources Committees.

A zero fiscal note with analysis was attached and appears in House Journal Supplement No. 8.

The Governor's transmittal letter, dated January 23, 1985, follows:

"Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to the local service roads and trails program. The bill makes minor amendments to existing statutes.

Section 1 repeals and reenacts AS 19.30.127. The current language establishes five allocation districts. The proposed language creates allocation districts by simply saying that they are identical to the Department of Transportation and Public Facilities' operating regions. When the local service roads and trails program was enacted in 1971 there were five highway districts within the Department of Highways. The allocation districts established in the statute coincided with those highway districts. Those allocation districts bear little relationship to the manner in which the state's highway program is administered today. There are currently three regional offices with headquarters in Anchorage, Fairbanks, and Juneau, respectively. This amendment will allow the program to be administered in a way that is consistent with the Department of Transportation and Public Facilities' current administrative structure. The amendment will enable the allocation districts to match any future changes in geographic organization of the department.

Additionally, sec. 1 of the bill provides a mechanism to address the problem of local governments which lie within two allocation districts. Subsection (b) of AS 19.30.127

HB 111

will provide that the boundary between the allocation districts is to be adjusted to include the local government within the allocation district in which the largest portion of the local government's land is located.

Section 2 amends AS 19.30.131(a) by deleting the reference to five allocation districts. This amendment is necessary because of the new method of establishing the allocation districts found in sec. 1 of the bill.

Section 3 amends AS 19.30.131(c) by deleting first-class cities from direct allocations.

The need for this change is to provide first-class cities with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first-class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first-class cities through their respective borough or unorganized borough on a priority basis.

Section 4 amends AS 19.30.141 by deleting first-class cities from direct allocations as explained above.

Section 5 amends AS 19.30.161 by adding language requiring the prior approval of design standards, rights-of-way, and widths for projects which are constructed on a federal-aid secondary route, even though the project will be constructed by a local government that has assumed road powers. As a general proposition under the local service roads and trails program, if a local government has assumed road powers it is responsible for the maintenance of the facility after construction. Consequently, the state has little concern over the standards. In 1961, the nature of the program changed when AS 19.30.111 was amended to allow the use of program money on the federal-aid secondary highway system. These facilities can be quite complicated and the state is required to comply with various standards to continue to receive federal aid for the route. It is therefore appropriate that the commissioner of DOT/PF have a right of prior approval of design standards, rights-of-way, and width.

Section 6 amends AS 19.30.241(3) by adding language which includes second-class cities to conform with the definition of municipality in AS 29.78.010(8). This change is necessary to enable any political subdivision of the state to construct and maintain a project under the provisions of this bill.

Section 7 amends the definition of local service road to make it more precise.

Sincerely,

/s/

Bill Sheffield  
Governor

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

Page 1 of 2

Revision Date: \_\_\_\_\_

REQUEST  
Bill/Resolution No.: HB 111  
Title: An act relating to Road  
improvement, roads and trails  
Sponsor: \_\_\_\_\_  
Requestor: \_\_\_\_\_  
Date of Request: \_\_\_\_\_

FISCAL DETAIL  
Agency Affected: DOT&PF  
Program Category Affected: \_\_\_\_\_  
Design and Construction  
S&C Program or subprogram(s) Affected: \_\_\_\_\_  
Capital Program

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                       | 11 85 | 11 86 | 11 87 | 11 88 | 11 89 | 11 90 |
|-----------------------|-------|-------|-------|-------|-------|-------|
| OPERATING             |       |       |       |       |       |       |
| 100 PERSONAL SERVICES |       |       |       |       |       |       |
| 100 TRAVEL            |       |       |       |       |       |       |
| 100 CONTRACTUAL       |       |       |       |       |       |       |
| 100 SUPPLIES          |       |       |       |       |       |       |
| 100 EQUIPMENT         |       |       |       |       |       |       |
| 100 LAND & STRUCTURES |       |       |       |       |       |       |
| 100 GRANTS, CLAIMS    |       |       |       |       |       |       |
| 100 MISCELLANEOUS     |       |       |       |       |       |       |
| TOTAL OPERATING       | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - |
| CAPITAL               | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - | - 0 - |
| REVENUE               |       |       |       |       |       |       |

FUNDING: (Thousands of Dollars)

|               |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|
| FEDERAL FUNDS |  |  |  |  |  |  |
| FEDERAL FUNDS |  |  |  |  |  |  |
| OTHER         |  |  |  |  |  |  |
| TOTAL         |  |  |  |  |  |  |

POSITIONS:

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

ANALYSIS: Attach a separate page if necessary

Attached

Prepared By: Charles D. Marella  
Division: \_\_\_\_\_

Phone: 465-4070  
Date: 10/19/84

Approved by Commissioner: *Dick Pearson*  
Agency: Transportation & Public Facilities

Date: 11/15/84

HB 111, Page 2 of 2

## ANALYSIS

The proposed bill is strictly a housekeeping measure and has no fiscal impact on either the operating or capital budget. No additional positions are required.

The proposed bill revises A.S. 19.30 in five areas:

- 1) AS 19.30.127 and AS 19.30.131(a) are reworded to make allocation district boundaries coincide with DOT&PF regional boundaries. This simplifies the allocation process of LSR&T monies.
- 2) AS 19.30.131(c) and AS 19.30.141 removes first class cities from district allocation. This change returns the first class cities to their former status which allows them to receive adequate funds to construct a project.
- 3) AS 19.30.161 is reworded to require LSR&T projects constructed on a federal-aid secondary route to be approved by the Commissioner of DOT&PF. This language change is needed to assure that federal requirements for roadway width, design standards and right-of-way are met.
- 4) AS 19.30.241(3) is necessary to enable any political subdivision of the State to construct and maintain a project under the provisions of this act.
- 5) AS 19.30.241(4) is reworded to limit LSR&T construction to low volume roads. The break between high volume roads and low volume roads is 750 vehicles per day. Correction of an oversight of past legislation in defining specific routes of the Federal-aid highway system is necessary.

These amendments to the Act are necessary in order to revise the out-of-date allocation areas, assure sufficient funding of projects under the priority system, clarify design standards for secondary federal routes, revise the local government definition to conform with other Alaska Statutes, limit LSR&T construction to low volume roads and correct an oversight of defining specific routes of the federal highway system.

CHAPTER 94 DOCUMENT= 1 OF 1 PAGE = 1 OF 2

BILL = HCSSB7(TRSP)

CHAPTER = CH094

ROOT = SB0007

YEAR = 83

ROOT SB0007

BILL HCSSB7(TRSP)

CHAPTER NUMBER  
CH094

SPECIAL INFO

CHAPTER 94

Source: HCSSB7(TRSP)

Approved by the Governor: July 25, 1983

Approved as Reduced by the Governor

Actual Effective Date: July 26, 1983

RELATING TO

AN ACT

Making an appropriation to the Department of  
Transportation and Public Facilities for local service  
roads and trails; and providing for an effective date.

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

CHAPTER94 DOCUMENT= 1 OF 1 PAGE = 2 OF 2

\* Section 1. The sum of \*\*\$10,000,000\*\* \$7,000,000 is appropriated from the general fund to the Department of Transportation and Public Facilities for allocations for local service roads and trails authorized under AS 19.30.111 - 19.30.251.

EFFECTIVE DATE

\* Sec. 2. This Act takes effect immediately in accordance with AS 01.10.070(c).

R0601 \* END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.

Offered: 4/6/84  
Referred: Rules

Original sponsors: Herrmann, Koponen,  
Zharoff, et al

Funding Information  
General Fund \$6,500,000  
Other Funds -0-  
\$6,500,000

1 IN THE HOUSE BY THE FINANCE COMMITTEE  
2 CS FOR HOUSE BILL NO. 169 (Finance)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 THIRTEENTH LEGISLATURE - SECOND SESSION  
5 A BILL  
6 For an Act entitled: "An Act making an appropriation to the Department of  
7 Transportation and Public Facilities for allocations  
8 for local service roads and trails; and providing for  
9 an effective date."  
10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:  
11 \* Section 1. The sum of \$6,500,000 is appropriated from the general  
12 fund to the Department of Transportation and Public Facilities for alloca-  
13 tions for local service roads and trails authorized by AS 19.30.111 -  
14 19.30.251.  
15 \* Sec. 2. This Act takes effect immediately in accordance with AS 01.-  
16 10.070(c).

# Alaska State Legislature



## *House of Representatives*

### *Committee on Transportation*

Rep. Bette Cato, Chairman

Pouch V  
State Capitol  
Juneau, Alaska 9981  
(907) 465-4858

#### LETTER OF INTENT TO ACCOMPANY HOUSE BILL 169

It is the intent of the House Transportation Committee that the Local Service Roads and Trails (LSR&T), program not be discontinued as recommended by the previous Commissioner of the Department of Transportation and Public Facilities, (DOT/PF).

The LSR&T program is vital to local governments and provides very important benefits to communities in the rural and urban areas of Alaska.

The House Transportation Committee intends the DOT/PF support continued operation of this vital program and request continued funding for it's operations in subsequent fiscal years.

# Alaska State Legislature

## House of Representatives



Rep. Bette Cato, Chairman

Committee on Transportation

Pouch V  
State Capitol  
Juneau, Alaska 998  
(907) 465-4858

DATE: 27 MARCH

TO: AL ADAMS, CHAIRMAN *BC*  
HOUSE FINANCE COMMITTEE

FROM: Bette Cato, Chairman  
House Transportation Committee

RE: HB 169 - appropriations bill for Local Service Roads and Trails

Per our phone conversation this morning, the House Transportation Committee requests that House Bill 169 be moved out of the House Finance Committee with a reduced appropriation of \$6.5 million.

Please find enclosed back-up material addressing HB 169 and recent correspondence from the Department of Transportation regarding LSR&T allocations for FY 1985.

Thanks so much for your time and assistance.

Enclosure

LOCAL SERVICE ROADS AND TRAILS PROGRAM

FUNDING STATUS February 26, 1985

| <u>PROGRAM NUMBER</u> | <u>PROGRAM NAME</u> | <u>COLLOCATION CODE</u> | <u>UNPROGRAMMED FUNDS</u> | <u>UNPROGRAMMED FUNDS PER FISCAL YEAR</u> |
|-----------------------|---------------------|-------------------------|---------------------------|---|
|-----------------------|---------------------|-------------------------|---------------------------|---|

CENTRAL REGION

|        |                              |             |         |              |
|--------|------------------------------|-------------|---------|--------------|
| M11018 | Ch 118/80 LSR&T (Central)    | 24-81-1-325 | 3,098   | -----3,098   |
| M11017 | Ch 24/84 LSR&T Dist. 1       | 24-81-1-439 | 765,559 |              |
| M11015 | Ch 24/84 LSR&T Dist. 4 South | 24-81-1-440 | 189,616 | -----985,632 |
| M11016 | CH 24/84 LSR&T Dist. 5 South | 24-81-1-441 | 30,457  |              |
| M11012 | Ch 94/83 LSR&T Dist. 1       | 24-81-1-560 | 578,576 |              |
| M11014 | Ch 94/83 LSR&T Dist. 4 South | 24-81-1-561 | 407     | -----639,897 |
| M11013 | Ch 94/83 LSR&T Dist. 5 South | 24-81-1-562 | 60,914  |              |

Central Region total 1,628,627

NORTHERN REGION

|        |  |             |         |              |
|--------|--|-------------|---------|--------------|
| M21003 | Ch 118/80 LSR&T (Interior)               | 24-81-2-416 | 7,525   | -----57,146  |
| M21004 | Ch 118/80 LSR&T (Western)                | 24-81-2-417 | 49,621  |              |
| M21007 | Ch 24/84 LSR&T Dist. 2                   | 24-81-2-524 | 759,168 | ---1,202,965 |
| M21008 | Ch 24/84 LSR&T Dist. 4 North             | 24-81-2-525 | 443,797 |              |
| M21011 | Ch 94/83 LSR&T Dist. 2                   | 24-81-2-632 | 122,983 | -----392,576 |
| M21012 | Ch 94/83 LSR&T Dist. 4 North             | 24-81-2-633 | 269,593 |              |
| M21019 | LSR&T Legislative Grant to FNSB Ch 80/79 | 24-80-2-104 | 111,353 | -----111,353 |

Northern Region total 1,764,040

SOUTHEASTERN REGION

|        |                        |             |         |              |
|--------|------------------------|-------------|---------|--------------|
| M31001 | Ch 24/84 LSR&T Dist. 3 | 24-81-3-372 | 355,082 | -----355,082 |
|--------|------------------------|-------------|---------|--------------|

Southeastern Region total 355,082

Fiscal Year Summary:

|        |           |
|--------|-----------|
| *FY'80 | 171,597   |
| FY'83  | 1,032,473 |
| FY'84  | 2,543,679 |

\*includes 111,353 from special grant

GRAND TOTAL ---> 3,747,749

HB 111: "An Act relating to local service roads and trails; and providing for an effective date." Sponsored by the Rules Committee By Request of the Governor.

The following is a summary of questions and/or concerns expressed by the committee during our February 26th meeting to be addressed by the Department of Transportation and Public Facilities either before or during our March 5th meeting.

For further detail, please find attached the committee minutes of February 26.

Staff has provided us with a committee work draft bill should the committee wish to consider appropriating funds for the Local Service Roads and Trails program for Fiscal Year 1986.

| Page Number | Recording Number | Request or Question  |
|-------------|------------------|--|
| 03          | 148              | Rep. Shultz questioned the allocation of funds on a 50/50 (population/area size) basis. He questioned whether this was equitable.  |
| 04          | 300              | Rep. Marrou asked why "first class cities" were deleted from page 2, lines 6-8 of the original bill.   |
| 06          | 358              | Rep. Davis requested a listing of the funds left in the Local Service Roads and Trails program.  |
| 07          | 444              | Rep. Shultz wanted to know why the administration had not allocated funds for the LSR & T program.   |
| 09          | 565              | Rep. Davis asked about the inclusion of an appropriations bill for HB 111.   |
| 09          | 590              | Rep. Pignalberi requested a map which would show the allocation districts specified in the bill and a map which would show how the 50/50 ratio would affect the Anchorage and Mat-Su areas. He also wanted to see how a \$7,000,000 appropriation would break down according to the funding formula. He also wanted to know how this system of allocating by regions affected the department's current organization of 3 regions. He requested updated information in a report based on three regions. |

Ford  
3/6/85

Original sponsor: Rules/Governor

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR HOUSE BILL NO. 111 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to local service roads and trails;  
7 and providing for an effective date."

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

9 \* Section 1. AS 19.30.131(c) is amended to read:

10 (c) The commissioner shall also further allocate portions of the  
11 sum allocated to any borough, either organized or unorganized, and to  
12 any home rule [OR FIRST CLASS] city within the borough in the follow-  
13 ing manner:

14 (1) one-half in the ratio which the area of each home rule  
15 [OR FIRST CLASS] city bears to the total area of the borough excluding  
16 salt water areas; and

17 (2) one-half in the ratio which the population of each home  
18 rule [OR FIRST CLASS] city bears to the total population of the bor-  
19 ough as shown by the latest available federal census.

20 \* Sec. 2. AS 19.30.141 is amended to read:

21 Sec. 19.30.141. ACQUISITION AND CONSTRUCTION PROGRAMS. Before  
22 October 1 of each fiscal year each local government eligible for  
23 allocation of funds under AS 19.30.131 shall submit to the commis-  
24 sioner for approval a five-year plan for the acquisition and construc-  
25 tion of local service roads and trails. Before December 1 of each  
26 fiscal year the commissioner shall submit to the governor a five-year  
27 plan for the acquisition and construction of local service roads and  
28 trails, including the approved local government programs. An or-  
29 ganized borough shall include in its five-year plan local service road

1 acquisition and construction programs for all cities other than home  
2 rule [AND FIRST CLASS] cities within the boundaries of the borough.  
3 The commissioner shall include in the [HIS] five-year plan local  
4 service road and trail acquisition and construction within the unor-  
5 ganized borough.

6 \* Sec. 3. AS 19.30.161 is amended to read:

7 Sec. 19.30.161. DESIGN STANDARDS, RIGHTS-OF-WAY AND WIDTHS.  
8 Design standards, rights-of-way and widths for each local service road  
9 and trail project must [SHALL] have the prior approval of the commis-  
10 sioner, unless the project is under the supervision of a local govern-  
11 ment that has assumed local road powers. If the project is under the  
12 supervision of a local government that has assumed road powers, and  
13 the project is not located on a federal-aid secondary route, design  
14 standards, rights-of-way and widths shall be established by the local  
15 government. If a project under the supervision of a local government  
16 that has assumed road powers is located on a federal-aid secondary  
17 route, design standards, rights-of-way, and widths must have the prior  
18 approval of the commissioner.

19 \* Sec. 4. AS 19.30.241(3) is amended to read:

20 (3) "local government" means an organized borough of any  
21 class, a unified municipality organized under AS 29.68.240 - 29.68.-  
22 440, [A HOME RULE CITY,] or a city of any [THE FIRST] class;

23 \* Sec. 5. AS 19.30.241(4) is amended to read:

24 (4) "local service road" means a public road that is used  
25 by an average of fewer than 750 vehicles each day and that [WHICH] is  
26 not designated as a route on the approved primary, urban, or inter-  
27 state federal-aid highway system;

28 \* Sec. 6. This Act takes effect immediately in accordance with AS 01.-  
29 10.070(c).



March 4, 1985

SECTION 1. PROPOSED CHANGE TO ALLOCATION DISTRICT BOUNDARIES

1. The present five allocation district boundaries represent the five highway district boundaries in 1971.
2. The proposed three allocation district boundaries coincide with the department's operating regions.
3. The proposed change would have the following impact on the program:
  - A. Eases administration by eliminating the distribution of fractured allocation districts to the present department operating regions.
  - B. Drastic changes in allocations utilizing the same distribution formula, such as:
    - a) Central Region
      - ° Municipality of Anchorage increases 23%
      - ° Remaining nine local governments decrease by 32% to 64%.
      - ° Unorganized borough increases slightly.
    - b) Northern Region
      - ° Fairbanks North Star Borough, cities of Fairbanks, North Pole and Nenana increase by 20% to 23%.
    - c) Southern Region is unaffected.

BILL SHEFFIELD  
GOVERNOR



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

January 23, 1985

The Honorable Ben Grussendorf  
Speaker of the House  
Alaska State Legislature  
Pouch V  
Juneau, AK 99811

Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to the local service roads and trails program. The bill makes minor amendments to existing statutes.

Section 1 repeals and reenacts AS 19.30.127. The current language establishes five allocation districts. The proposed language creates allocation districts by simply saying that they are identical to the Department of Transportation and Public Facilities' operating regions. When the local service roads and trails program was enacted in 1971 there were five highway districts within the Department of Highways. The allocation districts established in the statute coincided with those highway districts. Those allocation districts bear little relationship to the manner in which the state's highway program is administered today. There are currently three regional offices with headquarters in Anchorage, Fairbanks, and Juneau, respectively. This amendment will allow the program to be administered in a way that is consistent with the Department of Transportation and Public Facilities' current administrative structure. The amendment will enable the allocation districts to match any future changes in geographic organization of the department.

Additionally, sec. 1 of the bill provides a mechanism to address the problem of local governments which lie within two allocation districts. Subsection (b) of AS 19.30.127 will provide that the boundary between the allocation districts is to be adjusted to include the local government within the allocation district in which the largest portion of the local government's land is located.

Section 2 amends AS 19.30.131(a) by deleting the reference

to five allocation districts. This amendment is necessary because of the new method of establishing the allocation districts found in sec. 1 of the bill.

#1 Section 3 amends AS 19.30.131(c) by deleting first-class cities from direct allocations.

The need for this change is to provide first-class cities with adequate funds to construct local service roads. Presently, the law treats allocation of funds to first-class cities the same as home rule cities. Present allocations for most first-class cities are not adequate to construct a local service road project. This change in the law allows funding of projects for first-class cities through their respective borough or unorganized borough on a priority basis.


#2 Section 4 amends AS 19.30.141 by deleting first-class cities from direct allocations as explained above.

#3 Section 5 amends AS 19.30.161 by adding language requiring the prior approval of design standards, rights-of-way, and widths for projects which are constructed on a federal-aid secondary route, even though the project will be constructed by a local government that has assumed road powers. As a general proposition under the local service roads and trails program, if a local government has assumed road powers it is responsible for the maintenance of the facility after construction. Consequently, the state has little concern over the standards. In 1981, the nature of the program changed when AS 19.30.111 was amended to allow the use of program money on the federal-aid secondary highway system. These facilities can be quite complicated and the state is required to comply with various standards to continue to receive federal aid for the route. It is therefore appropriate that the commissioner of DOT/PF have a right of prior approval of design standards, rights-of-way, and width.

Section 6 amends AS 19.30.241(3) by adding language which includes second-class cities to conform with the definition of municipality in AS 29.78.010(8). This change is necessary to enable any political subdivision of the state to construct and maintain a project under the provisions of this bill.

Section 7 amends the definition of local service road to make it more precise.

Sincerely,

A handwritten signature in cursive script that reads "Bill Sheffield". The signature is written in dark ink and is positioned above the printed name.

Bill Sheffield  
Governor

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
Local Service Roads & Trails

DISTRIBUTION FORMULA  
COMPARISONS  
(Not reflecting first class cities)

Present  
5-District  
Concept  
50% Pop.  
50% Area

Proposed  
3-Region  
Concept  
50% Pop.  
50% Area

| LOCATION                     | POPULATION | AREA    | AMOUNT    | AMOUNT    |
|------------------------------|------------|---------|-----------|-----------|
| STATE OF ALASKA              | 401,851    | 586,499 | 7,000,000 | 7,000,000 |
| REGION 1                     | 259,895    | 206,157 | 3,493,872 | 3,493,872 |
| MUNICIPALITY OF ANCHORAGE    | 174,431    | 1,884   | 918,385   | 1,188,437 |
| KENAI PEN BOROUGH            | 25,282     | 14,692  | 400,165   | 257,984   |
| CITY OF KENAI                | 4,324      | 32      | 39,553    | 25,499    |
| CITY OF SEWARD               | 1,843      | 22      | 16,988    | 10,952    |
| KODIAK ISLAND BOROUGH        | 9,939      | 5,440   | 130,821   | 85,870    |
| CITY OF KODIAK               | 4,756      | 2       | 41,186    | 27,034    |
| MAT-SU BOROUGH               | 17,816     | 20,544  | 517,406   | 276,155   |
| CITY OF PALMER               | 2,141      | 4       | 33,134    | 17,684    |
| CITY OF CORDOVA              | 1,879      | 7       | 24,709    | 12,689    |
| BRISTOL BAY BOROUGH          | 1,094      | 1,200   | 25,614    | 17,522    |
| UNORGANIZED BOROUGH 1        | 29,454     | 162,390 | 1,345,911 | 1,574,043 |
| REGION 2                     | 88,063     | 339,996 | 2,795,967 | 2,795,967 |
| FAIRBANKS NORTH STAR BOROUGH | 53,983     | 7,500   | 565,453   | 693,691   |
| CITY OF FAIRBANKS            | 22,645     | 30      | 153,235   | 187,986   |
| CITY OF NORTH POLE           | 724        | 3       | 4,998     | 6,131     |
| NORTH SLOPE BOROUGH          | 4,199      | 88,281  | 454,994   | 429,649   |
| CITY OF NENANA               | 470        | 9       | 6,046     | 7,493     |
| CITY OF VALDEZ               | 3,079      | 274     | 68,307    | 50,005    |
| UNORGANIZED BOROUGH 2        | 26,332     | 243,932 | 1,542,934 | 1,421,007 |
| REGION 3                     | 53,893     | 40,346  | 710,161   | 710,161   |
| CITY AND BOROUGH OF JUNEAU   | 19,528     | 3,100   | 155,945   | 155,945   |
| CITY AND BOROUGH OF SITKA    | 7,803      | 2,900   | 76,934    | 76,934    |
| HAINES BOROUGH               | 1,680      | 2,620   | 34,127    | 34,127    |
| KETCHIKAN GATEWAY BOROUGH    | 11,316     | 1,250   | 58,278    | 58,278    |
| CITY OF KETCHIKAN            | 7,198      | 2       | 27,280    | 27,280    |
| CITY OF PETERSBURG           | 2,821      | 46      | 18,991    | 18,991    |
| CITY OF WRANGELL             | 2,184      | 43      | 14,768    | 14,768    |
| UNORGANIZED BOROUGH 3        | 8,561      | 30,387  | 323,838   | 323,838   |

CSHCR 15(R1s)

Amendment No. 1 by Pettyjohn:

Page 2, line 9:

After "not" insert "unduly"

Representative Pettyjohn moved and asked unanimous consent that Amendment No. 1 be adopted. There being no objection, it was so ordered.

CSHCR 15(R1s)am

Amondment No. 2 by M.M. Miller:

Page 1, lines 5, 13, 17, 21, 26

Page 2, lines 5, 9:

Wherever the words "wolf" or "wolves" appear, precede those words with "railroad engines and"

Representative M.M. Miller moved and asked unanimous consent that Amendment No. 2 be adopted.

Representativs Pettyjohn objected.

Representative M.M. Miller moved and asked unanimous consent that he be allowed to withdraw Amendment No. 2.

Representative Pignalberi objected and withdrew his objection. There being no further objection, Amendment No. 2 was withdrawn.

Amendment No. 3 by Hurley:

Page 1, lines 22 - 24:

Delete all material

Representative Hurley moved and asked unanimous consent that Amendment No. 3 be adopted.

CSHB 111(Trsp)

The question being: "Shall CSHB 111(Trsp) pass the House?" The roll was taken with the following result:

## CSHB 111(TRSP)

Yeas: 40 Adams, Binkley, Boucher, Cato,  
Clocksin, Collins, Cotten, Davis,  
Duncan, Frank, Fuller, Furnace,  
Goll, Gruenberg, Grussendorf,  
Hanley, Herrmann, Hurley, Jenkins,  
Koponen, Larson, Marrou, Martin,  
Miller, M.M., Miller, M.W., Navarre,  
Pearce, Pettyjohn, Phillips,  
Pignalberi, Pourchot, Rieger,  
Ringstad, Shultz, Sund, Szymanski,  
Taylor, Thompson, Uehling, Wallis

Nays: 0

Excused: 0

Absent: 0

And so, CSHB 111(Trsp) passed the House.

Representative Clocksin moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause. There being no objection, it was so ordered.

Representative Marrou gave notice of reconsideration of his vote on CSHB 111(Trsp).

SECOND READING OF HOUSE RESOLUTIONSHCR 15

HOUSE CONCURRENT RESOLUTION NO. 15 (relating to the control of wolf predation) was read the second time with the Resources Committee report (page 836) and the Rules Committee report (page 995).

Representative Clocksin moved and asked unanimous consent that COMMITTEE SUBSTITUTE FOR HOUSE CONCURRENT RESOLUTION NO. 15 (Rules) (same title) be adopted in lieu of the original resolution. There being no objection, it was so ordered.

CSHB 111(Trsp)

Excused: 0

Absent: 2 Duncan, Larson

And so, Amendment No. 1 was not adopted.

Amendment No. 2 by Marrou and Navarre:

Page 1, line 19:

Between "federal" and "census" insert "state or state certified"

Representative Marrou moved and asked unanimous consent that Amendment No. 2 be adopted.

Representative M.M. Miller objected.

The question being: "Shall Amendment No. 2 be adopted?"  
The roll was taken with the following result:

## CSHB 111(TRSP) AM2

|       |    |   |
|-------|----|---|
| Yeas: | 19 | Boucher, Collins, Frank, Furnace,<br>Goll, Hanley, Jenkins, Larson,<br>Marrou, Martin, Miller, M.W.,<br>Navarre, Pearce, Pettyjohn,<br>Phillips, Rieger, Ringstad,<br>Thompson, Uehling |
|-------|----|---|

|       |    |  |
|-------|----|--|
| Nays: | 21 | Adams, Binkley, Cato, Clocksin,<br>Cotten, Davis, Duncan, Fuller,<br>Gruenberg, Grussendorf, Herrmann,<br>Hurley, Koponen, Miller, M.M.,<br>Pignalberi, Pourchot, Shultz,<br>Sund, Szymanski, Taylor, Wallis |
|-------|----|--|

Excused: 0

Absent: 0

And so, Amendment No. 2 was not adopted.

Representative Clocksin moved and asked unanimous consent that CSHB 111(Trsp) be considered engrossed, advanced to third reading and placed on final passage. There being no objection, it was so ordered.

CSHB 111(Trsp) was read the third time.

NB 111

HOUSE BILL NO. 111 (relating to local service roads and trails; effective date) was read the second time with the Transportation Committee report (page 600) and the Resources Committee report (page 996).

Representative Clocksin moved and asked unanimous consent that COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 111 (Transportation) (same title) be adopted in lieu of the original bill. There being no objection, it was so ordered.

CSHB 111(Trsp)

Amendment No. 1 by Marrou and Navarre:

Page 1, lines 12, 15 and 18:

Delete "[OR FIRST CLASS]"  
Insert "or first class"

Page 2, line 2:

Delete "[AND FIRST CLASS]"  
Insert "and first class"

Representative Marrou moved and asked unanimous consent that Amendment No. 1 be adopted.

Representative Cato objected.

The question being: "Shall Amendment No. 1 be adopted?"  
The roll was taken with the following result:

## CSHB 111(TRSP) AM1

|       |    |   |
|-------|----|---|
| Yeas: | 14 | Cotten, Frank, Furnace, Hanley, Jenkins, Marrou, Martin, Navarre, Pearce, Pettyjohn, Phillips, Rieger, Thompson, Uehling  |
| Nays: | 24 | Adams, Binkley, Boucher, Cato, Clocksin, Collins, Davis, Fuller, Goll, Gruenberg, Grussendorf, Harrmann, Hurley, Koponen, Miller, M.M., Miller, M.W., Pignalberi, Pourchot, Ringstad, Shultz, Sund, Szymanski, Taylor, Wallis |

CSHB 111(Trsp)AM

the boroughs within each allocation district in the following manner: one-half in the ratio which the area of each organized borough (excluding salt water areas) within that district bears to the total area of the allocation district and one-half in the ratio which the population of each organized borough area within that district bears to the total population of the allocation district as shown by the latest available federal or state census or other census approved by the Department of Community and Regional Affairs."

Page 1, line 9:

Delete "Section 1." and insert "Sec. 3."

Renumber remaining bill sections.

Page 1, line 19:

After "federal", insert "or state"

After "census" insert "or other census approved by the Department of Community and Regional Affairs"

Representative Szymanski moved and asked unanimous consent that Amendment No. 3 be adopted.

Representative Pettyjohn objected and withdrew his objection.

There being no further objection, Amendment No. 3 was adopted.

CSHB 111(Trsp)AM

The question to be reconsidered: "Shall CSHB 111(Trsp)AM pass the House?" The roll was taken with the following result:

CSHB 111(Trsp) AM

|       |    |   |
|-------|----|---|
| Yeas: | 39 | Adams, Binkley, Boucher, Cato, Clocksin, Collins, Cotten, Davis, Duncan, Frank, Fuller, Furnace, Goll, Gruenberg, Grussendorf, Hanley, Herrmann, Hurley, Jenkins, Koponen, Larson, Marrou, Martin, Miller, M.M., Miller, M.W., Navarre, Pearce, Pettyjohn, Phillips, Pourchot, Rieger, Ringstad, Shultz, Sund, Szymanski, Taylor, Thompson, Uehling, Wallis |
|-------|----|---|

CSHB 111(Trsp)AM

|         |              |
|---------|--------------|
| Nays:   | 0            |
| Excuse: | 0            |
| Absent: | 1 Pignalberi |

And so, CSHB 111(Trsp)AM passed the House.

Representative Clocksin moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause. There being no objection, it was so ordered.

CSHB 111(Trsp)AM was referred to the Chief Clerk for engrossment.

SECOND READING OF HOUSE RESOLUTIONS

CSHR 15(Rls)am(failed-H)

Representative Shultz brought up reconsideration of COMMITTEE SUBSTITUTE FOR HOUSE CONCURRENT RESOLUTION NO. 15 (Rules) amended (failed House) (relating to the control of wolf predation).

CSHR 15(Rls)am(failed H) was read the second time.

The question to be reconsidered: "Shall CSHCR 15(Rls)am(failed H) pass the House?" The roll was taken with the following result:

CSHCR 15(RLS)AM RECONSIDERATION

|       |    |   |
|-------|----|---|
| Yeas: | 15 | Davis, Frank, Hanley, Jenkins, Larson, Marrou, Miller, M.W., Pearce, Pettyjohn, Phillips, Pourchot, Ringstad, Shultz, Taylor, Thompson  |
| Nays: | 25 | Adams, Binkley, Boucher, Cato, Clocksin, Collins, Cotten, Duncan, Fuller, Furnace, Goll, Gruenberg, Grussendorf, Herrmann, Hurley, Koponen, Martin, Miller, M.M., Navarre, Pignalberi, Rieger, Sund, Szymanski, Uehling, Wallis |

Excused: 0

Absent: 0

CSHCR 15(R1B)am(failed-H)

And so, CSHCR 15(R1S)am(failed H) failed to pass the House on reconsideration and was referred to the Chief Clerk for permanent filing.

SECOND READING OF HOUSE BILLS  
(continued)

HB 287

HOUSE BILL NO. 287 (approving the sale of Prudhoe Bay royalty oil by the State of Alaska to the Golden Valley Electric Association; effective date) was read the second time with the House Special Committee on Oil & Gas report (page 851), the Resources Committee report (page 920) and the Finance Committee report (page 1054).

Amendment No. 1 by Cotten:

Page 1, lines 10 - 12:

Delete all material and replace with the following language:

"\* Section 1. The legislature authorizes the commissioner of the Department of Natural Resources to negotiate and sign an agreement for the sale and purchase of Prudhoe Bay royalty oil between the State of Alaska and the Golden Valley Electric Association. This agreement shall be similar in all respects to the agreement dated February 8, 1985, with the exception that the duration of the new agreement shall be for a period of one year only."

Representative Cotten moved and asked unanimous consent that Amendment No. 1 be adopted.

Representative M.W. Miller objected.

Representative Navarre placed a call of the House on Amendment No. 1.

The Speaker stated the call had been satisfied.

The question being: "Shall Amendment No. 1 be adopted?" The roll was taken with the following result:

LEGISLATIVE CITATIONS

Representative Clocksin moved and asked unanimous consent that the House approve the citation in Memoriam - Arnold Muir. There being no objection, it was so ordered and the citation was referred to the Chief Clerk for transmittal to the Senate.

THIRD READING OF HOUSE BILLSCSHB 111(TRSP)

Representative Szymanski brought up reconsideration of COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 111 (Transportation) (relating to local service roads and trails; effective date).

CSHB 111(TRSP) was read the third time.

Representative Szymanski moved and asked unanimous consent that CSHB 111(TRSP) be returned to second reading for the purpose of specific Amendment No. 3. There being no objection, it was so ordered.

Amendment No. 3 by Szymanski, Cotten, Pignalberi, Marrou, Shultz, Larson, M.W. Miller, Navarre, Hurley and Pourchot:

Page 1, after line 8, insert new bill sections to read:

"\* Section 1. AS 19.30.131(a) is amended to read:

(a) During each fiscal year the commissioner shall allocate sums appropriated or otherwise designated for expenditure upon local service roads for that fiscal year among the five allocation districts in the following manner: one-half in the ratio which the area of each allocation district bears to the total area of the state and one-half in the ratio which the population of each allocation district bears to the total population of the state as shown by the latest available federal or state census or other census approved by the Department of Community and Regional Affairs.

\* Sec. 2. AS 19.30.131(b) is amended to read:

(b) The commissioner shall also further allocate the sums in each allocation district to

HB 323

HOUSE BILL NO. 323 am by Representative Grussendorf, entitled:

"An Act relating to a grant of state land to the City of Pelican; and providing for an effective date."

was read the first time and referred to the Resources Committee.

## COMMUNICATIONS

The Secretary announced receipt of:

ANNUAL ARCHITECTURAL BARRIER REPORT TO THE GOVERNOR  
AND THE LEGISLATURE, received from Commissioner  
Knapp April 29, in accordance with AS 35.10.015(b)

A copy of the report is on file in the Office of the Secretary of the Senate.

Received and posted April 29:

Notice of proposed changes in the regulations of the Department of Commerce and Economic Development, dealing with procedures for making and administering loans under eleven loan programs

## STANDING COMMITTEE REPORTS

SB 208

The Rules Committee considered SENATE BILL NO. 208 (formation of federal transfer regional educational attendance areas in certain villages; efd) and recommended it be replaced with

CS FOR SENATE BILL NO. 208 (RLS)

and a majority of the committee recommended calendar April 30. The report was signed by Senator Kelly, Chairman and concurred in by Senators Faiks, Josephson and Coghill.

SENATE BILL NO. 208 appears on the calendar.

Up from the bed of the river  
 God scooped the clay;  
 and by the bank of the river  
 He kneeled him down;  
 and there the great God Almighty  
 Who lit the sun and fixed it in the sky,  
 Who flung the stars to the most far corner of  
 the night,  
 Who rounded the earth in the middle of His  
 hand;  
 this great God,  
 like a mammy bending over her baby,  
 kneeled down in the dust  
 toiling over a lump of clay,  
 til He shaped it in His own image;

Then into it He blew the breath of life,  
 and man became a living soul.

Amen, Amen"

(James Weldon Johnson)

Senator Halford moved and asked unanimous consent that the journal for the one hundred sixth legislative day and Supplement No. 33 be approved as certified by the Secretary. Without objection, it was so ordered.

#### MESSAGES FROM THE HOUSE

Message of April 29 was read, stating the House passed:

#### FIRST READING AND REFERENCE OF HOUSE BILLS

##### HB 111

CS FOR HOUSE BILL NO. 111 (TRSP) am by the Transportation Committee, entitled:

"An Act relating to local service roads and trails;  
 and providing for an effective date."

was read the first time and referred to the Transportation Committee.

HB 2

The Finance Committee has considered HOUSE BILL NO. 2 (relating to adoption medical records; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 2 (Judiciary) (same title) (page 518) and reports it back as follows: Adams (Chairman), Ringstad, Szymanski, Duncan, Larson, Pourchot, Rieger, Frank and Binkley recommend do pass; Uehling and Cotten have no recommendation.

HB 2 was referred to the Rules Committee for placement on the calendar.

HB 19

The Health, Education & Social Services Committee has considered HOUSE BILL NO. 19 (relating to runaway minors), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 19 (HESS):

"An Act relating to runaway and missing minors."

and reports it back as follows: Koponen and Gruenberg (Co-Chairs), Hurley, Taylor, Hanley and Pettyjohn recommend do pass. A zero fiscal note with analysis was attached.

HB 19 was referred to the Judiciary Committee.

The zero fiscal note with analysis appears in House Journal Supplement No. 30.

HB 50

The Finance Committee has considered HOUSE BILL NO. 50 (relating to Alaska bidder preference), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 50 (Finance) (same title), and reports it back as follows: Adams (Chairman), Ringstad, Cotten, Duncan, Frank, Rieger and Szymanski recommend do pass; Pourchot, Larson, Binkley and Uehling have no recommendation. A new zero fiscal note was attached.

HB 50 was referred to the Rules Committee for placement on the calendar.

HB 72

A letter of intent was received from the Community & Regional Affairs Committee to accompany HOUSE BILL NO. 72 (relating to municipal government; effective date) which was reported out of committee with a committee substitute (same title) (page 538). The letter of intent has been transmitted to the next committee of referral, the Judiciary Committee.

HB 72

The letter of intent, which was signed by Goll, Chairman, Phillips, Gruenberg, Koponen and Marrou, appears below:

"LETTER OF INTENT  
to  
CSHB 72(C&RA)

It is not the intent of the House Community and Regional Affairs Committee in adopting AS 29.53.045 as the renumbered section 29.45.080 in CSHB 72(C&RA) to alter the substance or effect of that provision."

HB 110

The State Affairs Committee has considered HOUSE BILL NO. 110 (amending the election laws of the state; effective date) and reports it back as follows: Hurley (Chairman), M.M. Miller and Boucher recommend do pass; Navarre and Collins have no recommendation; Jenkins signed "with amendments".

HB 110 was referred to the Judiciary Committee.

HB 111

The Transportation Committee has considered HOUSE BILL NO. 111 (relating to local service roads and trails; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 111 (Transportation) (same title) and reports it back as follows: Cato (Chairman), Shultz, Herrmann, Marrou and Davis recommend do pass.

HB 111 was referred to the Resources Committee.

HB 121

The State Affairs Committee has considered HOUSE BILL NO. 121 (changing the name of the division of telecommunications systems in the Department of Administration; effective date) and reports it back as follows: Hurley (Chairman), Roucher, Cato, Collins and M.M. Miller recommend do pass; Jenkins has no recommendation.

HB 121 appears on today's calendar.

HB 123

The Health, Education & Social Services Committee has considered HOUSE BILL NO. 123 (extending the termination date of the Board of Pharmacy; effective date) and reports it back as follows: Koponen and Gruenberg (Co-Chairs), Thompson, Taylor and Hurley recommend do pass; Hanley signed "Do Not Pass - Substitute"; Pettyjohn signed "Do not pass unless amended".

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
STANDARDS AND TECHNICAL SERVICES DIVISION

BILL SHEFFIELD, GOVERNOR

P.O. Box 3-1000  
Juneau, Alaska 99802

PHONE: (907) 789-0841

FEB 28 1984

February 27, 1984

Re: Local Service Roads  
and Trails Program

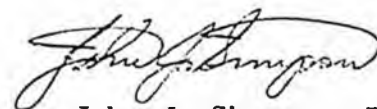
File No: 2519

House Transportation Committee  
Pouch V  
Juneau, Alaska 99811

Dear Sir:

The attached document gives a brief summary of the Local Service Roads and Trails (LSR&T) Program.

Sincerely,



John J. Simpson, Director  
Standards and Technical  
Services Division

JJS:CDK:ct

Attachment

cc: Dan Malick, Acting Deputy Commissioner, Statewide Programs

# MEMORANDUM

State of Alaska  
Department of Transportation & Public Facilities

to John J. Simpson, Director  
Standards and Technical  
Services Division

DATE: February 10, 1984

FILE NO: 2519

TELEPHONE NO: 789-0841

FROM Charles D. Karella  
LSR&T Engineer  
DC&M Standards

SUBJECT: LSR&T Program

This program is designed to accomplish the most with the least amount of State dollars under the rules and regulations of the Alaska State Statutes, 19.30.111 - 19.30.251.

## FUNDING

|                  |      |                |
|------------------|------|----------------|
| First Allocation | 1971 | \$ 6 Million   |
|                  | 1972 | 4 Million      |
|                  | 1974 | 8 Million      |
|                  | 1976 | 7 Million      |
|                  | 1978 | 15.8 Million   |
|                  | 1980 | 10 Million     |
| Last Allocation  | 1983 | 7 Million      |
| Total Allocation |      | \$60.8 Million |

## Projects (Dollars)

|                              |                |
|------------------------------|----------------|
| Completed or under agreement | \$54.5 Million |
| Reimbursements remaining     | 6 Million      |

Under the present allocation, Local Governments throughout the State share 57% of each LSR&T Bond issue. The unorganized boroughs share in the remaining 43%. Annual expenditures average to this percentage.

## ANNUAL PROGRAM (Typical)

1. 150 Active Projects  
50 Road Projects Completed  
50 Miles of Road Completed  
2000 Miles of Winter Trail Staking  
Several Miles of Boardwalk  
Foot Trails and Bike Paths

2. Expenditures For Typical \$6.0 Million Annual Program

Roads \$4.5 Million (75%)  
Includes \$1.1 million (25%) for subdivision streets and roads.

|                                |           |       |
|--------------------------------|-----------|-------|
| Trail Staking                  | \$100,000 | (2%)  |
| Boardwalks                     | 600,000   | (10%) |
| Foot Trails                    | 200,000   | (3%)  |
| Bike Paths                     | 100,000   | (2%)  |
| Shelter Cabins                 | 50,000    | (1%)  |
| State Maintenance Routes       | 250,000   | (4%)  |
| Engineering and Administration | 200,000   | (3%)  |

3. Administrative support is \$200,000 or 3%

PROGRAM PHASE OUT

During the period of time the program was in a phase-out status (1/2/82 to 7/25/83) no planning for future LSR&T projects was accomplished. As a result, it has taken some time to accelerate the program. A Statewide five-year program has now been prepared, and by the end of calendar year 1984, the program should be up to its former capability once again.

MANAGEMENT

LSR&T Managers and Project Engineers are tailored after the early Alaska bush pilots. Quite often, they have to operate by the seat of their pants, which is why this program is successful.

LSR&T PROGRAM 1977-1981

1. 250 road projects completed.  
Average Length one mile.  
Average cost \$100,000.00
2. Expenditures \$25 Million.
- 3.\* \$19.0 million for road projects, includes five million for subdivision roads.
4. \$750,000 for project administration charged to projects.

\*It is difficult to define subdivision roads or streets, i.e. access roads to new subdivisions can be considered an intergal part of the subdivision network or in some communities, it may be the only transportation corridor available. For this report, subdivision roads are those roads or streets within subdivisions, designated as such, by the local entity.

5. One million dollars for program support (\$200,000 per year).
6. Administered several special legislative appropriated projects; totalling in excess of a million annually.

#### COST COMPARISON

The cost of a project constructed under contract ranges between 25% and 200% more than a comparable project constructed with local equipment rental when available or LSR&T equipment and local hire, depending on size and location. Much of this is due to our policy of paying the prevailing community wage.

#### PRESENT PROGRAM

See Attached.

#### SUMMARY

Over 95% of all Alaskan communities have had at least one LSR&T project since the program set out to "Get the people out of the mud" in 1971.

There are many reasons why the program is successful, least of which is the maximization of State dollars. The LSR&T Program offers more to a rural community than just a finished product; it offers a learning experience. Traditionally, LSR&T has been able to offer additional benefits to the community as the program is tailored to their needs.

The LSR&T program spends a considerable amount of time administering projects funded through special Legislative appropriations and grants. In administering these projects for the Department, the program guarantees the credibility of the State in its commitment to meet the transportation needs of the bush communities.

Attachment

cc: Loren Rasmussen, Chief, DC&M Standards

CDK:ct

## PROJECTS FUNDED

CENTRAL REGION June 30, 1982 to January 31, 1984

|                                     |                    |                    |
|-------------------------------------|--------------------|--------------------|
| Unorganized Boroughs <sup>(1)</sup> | 33 Projects        | \$2,483,730        |
| Bristol Bay Borough                 | 1 Project          | 54,753             |
| Municipality of Anchorage           | 7 Projects         | 1,006,596          |
| Matanuska-Susitna Borough           | 1 Project          | 211,600            |
| Kenai Peninsula Borough             | 4 Projects         | 337,636            |
| Kodiak Island Borough               | 1 Project          | 18,262             |
| City of Kenai                       | 3 Projects         | 84,288             |
| Unalaska <sup>(2)</sup>             | 1 Project          | 25,443             |
| <b>TOTAL REGION</b>                 | <u>18 Projects</u> | <u>\$1,738,578</u> |

(1) Includes 12 projects funded with \$810,000 from 1983 allocation.

(2) Funded from 1983 allocation.

PROJECTS FUNDED

NORTHERN REGION June 30, 1982 to January 31, 1984

|                            |                    |                                   |
|----------------------------|--------------------|-----------------------------------|
| Unorganized Borough II     | 6 Projects         | \$678,425                         |
| Unorganized Borough IV (N) | 7 Projects         | 510,850                           |
| Unorganized Borough V (N)  | 2 Projects         | 56,520                            |
| Total Unorganized Boroughs | <u>15 Projects</u> | <u>\$1,245,795</u> <sup>(1)</sup> |
| CITY OF FAIRBANKS          | (2) Projects       | \$178,305                         |
| CITY OF NORTH POLE         | (1) Project        | 11,243                            |
| Total Local Governments    | <u>3 Projects</u>  | <u>\$189,548</u> <sup>(2)</sup>   |
| TOTAL REGION               | 18 Projects        | <u>\$1,435,343</u>                |

(1) Includes 13 projects funded with \$1,175,000 from 1983 allocation.

(2) Includes 2 projects funded with \$164,500 from 1983 allocation.

93% of these projects were funded with 1983 allocation.

PROJECTS FUNDED

SOUTHEAST REGION June 30, 1982 to January 31, 1984

|                            |                    |                                 |
|----------------------------|--------------------|---------------------------------|
| Unorganized Borough III    | 13 Projects        | \$465,000 <sup>(1)</sup>        |
| CITY OF HAINES             | 1 Project          | \$ 34,000                       |
| CITY AND BOROUGH OF SITKA  | 3 Projects         | 251,000                         |
| CITY OF WRANGELL           | 1 Project          | 80,000                          |
| CITY OF PETERSBURG         | 1 Project          | 20,000                          |
| CITY AND BOROUGH OF JUNEAU | 2 Projects         | 361,000                         |
| CITY OF KETCHIKAN          | 3 Projects         | 80,000                          |
| Total Local Government     | <u>11 Projects</u> | <u>\$826,000</u> <sup>(2)</sup> |
| TOTAL REGION               | 24 Projects        | \$1,291,000                     |

(1) Includes 8 projects funded with \$144,000 from 1933 allocation.

(2) Includes 6 projects funded with \$291,000 from 1983 allocation.

## LOCAL SERVICE ROADS AND TRAILS PROGRAM

### Primary Functions:

The Local Service Roads and Trails (LSR&T) program was established by the State Legislature in 1971 to provide for special needs to "bush" communities, rural communities and communities both within and outside of organized boroughs.

Local Service Roads and Trails was designed to aid communities in accomplishing projects that do not have the financial means nor the technical expertise to achieve alone. These projects were to be in the nature of roads, trails, bridges and boardwalks specifically. Special exceptions are considered and granted if justification is sufficient.

The LSR&T Program is wholly State funded. Wherever costs are not prohibitive, generally within organized boroughs, projects are awarded by bid contract. In the remote areas where, because of location and size of the project bid contracts cost are prohibitive, LSR&T maintains its own small fleets of equipment or rents equipment, if available, and directs the operation of the projects.

The scope of LSR&T is basically three-fold. This is particularly true for "bush" projects. It provides:

1. Needed projects to communities that have not the capabilities of accomplishing alone.
2. A source of training for construction work by employing local residents as laborers and equipment operators.
3. Provides supplemental income to communities that are single-income or subsistence oriented.

### Project Limitation:

Local Service projects are confined to roads which are not part of the primary federal-aid system and are not the responsibility of corporate units or private individuals but are dedicated to public use. These projects cover wide ranging road needs. They include State recreation routes, connections between outlying villages and airports, villages and canneries, villages and port facilities, short routes needed to better integrate subdivision roads and State highways, and improvements to existing roads.

## PLANNING

### Five Year Program

The allocation districts are the boundaries of the Highway Department established in 1970. The larger of the five districts being the Western District, engulfing nearly half of the land mass of Alaska, is administered by the Central and Northern Regions. This split jurisdiction is strictly an economic measure.

Whenever organized boroughs whose boundaries partially overlap allocation districts, the administrative responsibility lies with the primary region.

A construction program utilizing LSR&T construction equipment, State employees, village labor, and equipment rental when available, is the primary mode of operation in the unorganized boroughs of the Central, and Northern Regions. Programming the projects in the unorganized boroughs depends on requests from local governing bodies (both submitted and solicited), available road building materials, right-of-way access, and coordination of other projects in the area.

The State equipment fleet and maintenance personnel are utilized when local equipment is not available or when a contract for the work is not feasible.

The Local Service Roads and Trails Program is a vital link in the State road network. It is the only State program established for solving local transportation needs. During a typical construction season, several miles of new road, new and reconstructed boardwalk, year around foot trails, winter trail staking, foot bridges, paved bike paths and vehicle bridges are constructed with LSR&T funds.

These and other special projects are completed each year in answer to what the LSR&T is all about, "Get the people out of the mud". This program does a lot for all the people of Alaska and is presently performing a service the people of Alaska could not do without.

### Summary

#### I. Definition

##### A. Purpose

- a. To get people out of the mud
- b. Flexibility of Program
- c. To aid communities with no revenue
- d. Economy of operation

##### B. Type of Projects

- a. Local Service Roads
- b. Year around foot trails
- c. Winter trail staking
- d. Bicycle paths
- e. Erosion control
- f. Foot bridges
- g. Boardwalks

## II. Allocation

- A. F.Y. Year Legislation (6 million proposed)
- B. Five Year Duration
- C. 50-50 Factor, Area - Population
- D. Operating Budget - Program Support
  - a. Bridge Design - Headquarters
  - b. Road Design and Advertising - Region
  - c. R/W Certification - Region
  - d. Construction Review - Region
  - e. Administration Headquarters and Region

## III. Administration

- A. Allocation District - Regional Control
- B. Organized Boroughs and Home Rule Cities
  - a. Construction contract by Local Government
  - b. Local Government Labor and Equipment
- C. Unorganized Boroughs
  - a. Construction Contract by Local Government or State
  - b. Village or City Labor and Equipment
  - c. State Equipment and Village Labor
  - d. State Equipment and State Employees
  - e. State Equipment and Village State Employees

## IV. Five Year Program

- A. Project Selection
  - a. Organized Boroughs, First Class Cities and Home Rule Cities
    - 1. Select their own projects
    - 2. Able to change program at will
  - b. Unorganized Boroughs
    - 1. Cities and Villages select their own projects.
    - 2. Region sets priorities within funds available.
    - 3. Regions may subfill projects with funds available on non-federal routes.

## APPLICANT GUIDELINES

### Nature and Purpose of Program:

To provide State assistance in the development of roads and trails on routes that are not eligible for federal-aid matching funds.

### Who May Apply:

Each organized borough, first class city and home rule city is eligible for a direct allocation, based on their population and area. All other areas are considered unorganized boroughs and are eligible for projects administered by the Department, subject to priority scheduling within the respective allocation districts.

### Authorizing Legislation:

AS 19.30.111-251

### Administrative Agency:

Department of Transportation and Public Facilities, State of Alaska.

### Type of Assistance:

Financial and Engineering.

### How Program is Financed:

100% State. Organized boroughs and home rule cities may supplement their allocation with local funding in any amount. Unorganized borough areas will be encouraged to provide local participation whenever possible. Federal and State grants can be used in conjunction with LSR&T funds.

### How to Apply:

Each organized borough, first class city and home rule city may receive their allocation by submitting a five-year project program for the construction of such roads to their Regional DOT&PF Deputy Commissioner by October 1 of each year, indicating the priorities for construction on the program. When a project is approved, a project agreement will be drafted, and development of the project may proceed. No payment can be made for work done prior to execution of the project agreement.

Unorganized borough communities should provide input data for road needs in their areas to their Regional DOT&PF Deputy Commissioner, who will compile a five-year program and establish priorities for the unorganized borough projects within his jurisdiction. When a project is approved, the Department will proceed with development of the project.

# Alaska State Legislature

## Senate Transportation Committee



Sen. John B. (Jack) Coghil, Chairman  
Sen. Paul Fischer, Vice-Chairman  
Sen. Mitch Alcock  
Sen. Jan Fink  
Sen. Joe Josephson

Pouch A  
Juneau, Alaska 99811

February 17, 1986

TO: Representative Cato

FROM: Senator Coghil

RE: CSCSHB 111

A large, stylized handwritten signature in black ink, likely belonging to Jack Coghil, the Chairman of the Senate Transportation Committee.

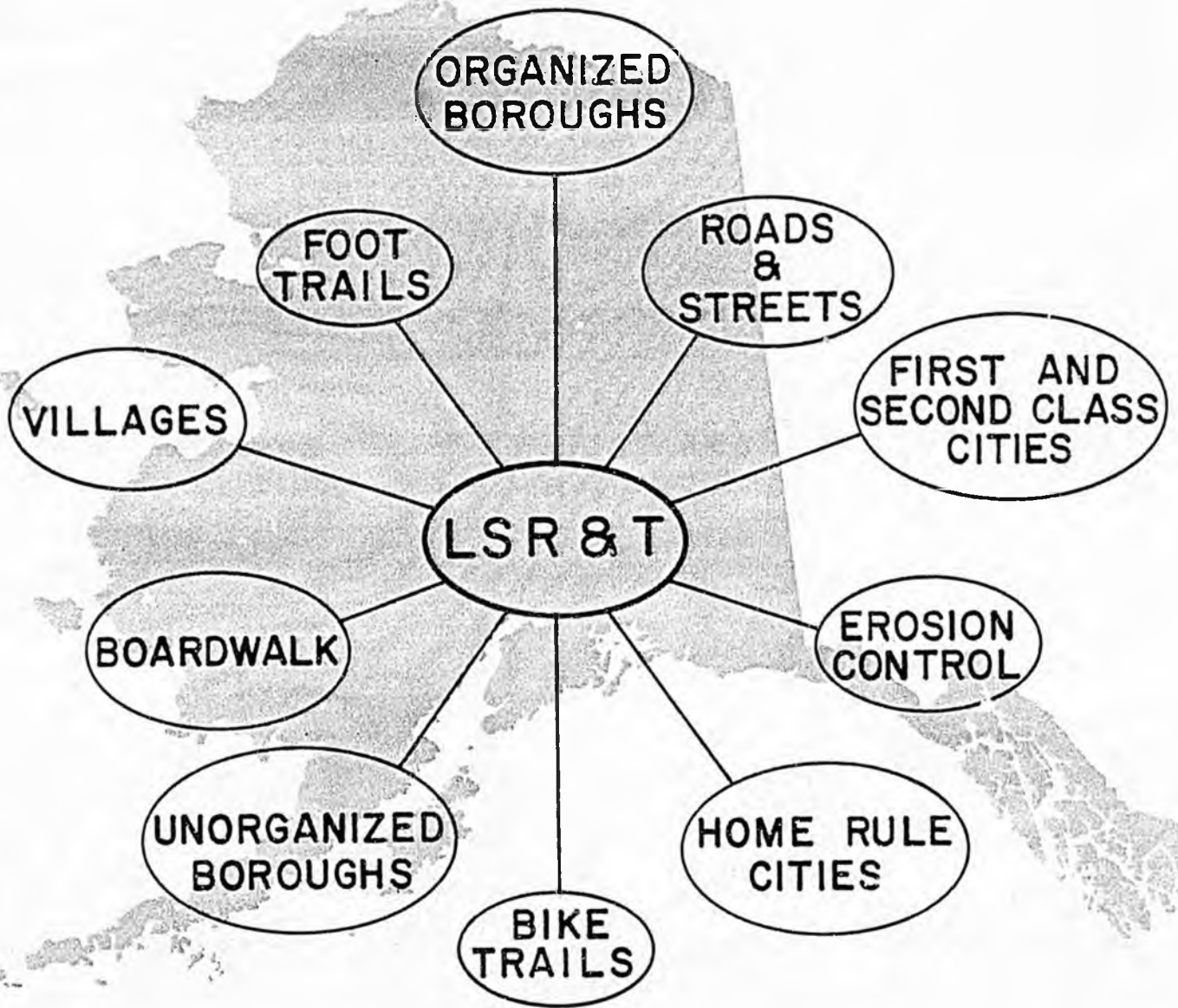
The Senate Transportation Committee amended CSHB111; one addition merely a clarification; the other, a significant change in determining which cities receive funds under the existing formula.

In Section 2 the phrase "and unified municipalities" was inserted on line 21, page 1. This was added to clarify that unified municipalities were included.

In Section 3 the committee amended (c) to exclude home rule cities in the unorganized borough from the funding formula. The committee found that the same problems existed for home rule cities as first class cities under the formula. Home rule cities in the unorganized boroughs received inadequate amounts of money to complete projects. Under the amended version, these home rule cities would receive their funds from the Department of Transportation and Public Facilities based on a set of internal criteria.

# FIVE YEAR LOCAL SERVICE ROADS AND TRAILS PROGRAM

1985 - 1989



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

BILL SHEFFIELD  
GOVERNOR



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

January 2, 1985

Fellow Alaskans:

It is my pleasure to submit for your review the Five Year Local Service Roads and Trails Program for FY85 through FY89.

This is a long-range planning document of the Department of Transportation and Public Facilities, and, as with all such plans, changing conditions may require modification of the plan in future years.

This program provides for the construction of transportation-related projects such as trails, boardwalks, roads, streets, sidewalks, and drainage facilities, requested by local governments. It serves as a much-needed supplement to the federal aid highway program.

The widespread support shown by Alaskans for the program is gratifying and indicates the commitment of the public to the program's objectives.

Sincerely,

A handwritten signature in cursive script that reads "Bill Sheffield".

Bill Sheffield  
Governor

## NARRATIVE

### LOCAL SERVICE ROADS & TRAILS PROGRAM

The Local Service Roads and Trails Program provides for construction of local roads and trails which are not included in the federal-aid primary, urban or interstate highway systems.

Under the Local Service Roads & Trails Act, funds for home rule and first class cities, municipalities and organized boroughs are allocated by strict formula. These local governments then establish their own project scheduling; therefore, this publication is merely a listing of their individual programs as submitted. Project priorities and scheduling in the unorganized boroughs are based primarily on requests and recommendations of village councils and residents. Personal contact with the communities is established by LSR&T representatives from the Department's regional offices. Community needs are thus determined first-hand, along with approximate costs. Since the cost of requested projects usually exceeds the funds available, priorities must be established based on need. Local communities often participate in project costs with their own funds.

Local labor and equipment are utilized wherever practical in the construction of these projects. Not only is this beneficial to the economy of the communities, but it normally reduces the overall cost of the project. A side benefit is the training of local residents who will, in many cases, be maintaining the completed project.

This five year LSR&T Program is based on funds from a recent allocation of \$3,500,000 for fiscal year 1985 and with proposed allocations of \$7,000,000 for fiscal years 1986 through 1989.

It is anticipated that the funding shown in this program will be used by the end of fiscal year 1985. Therefore, projects shown for fiscal years beyond 1985 can only proceed if additional funds are made available.

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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

| PROJECT LOCATION                  | PROJECT DESCRIPTION   | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|-----------------------------------|---|----------------|-----------------------|
| Fiscal Year 1985                  |   |                |                       |
| MUNICIPALITY OF ANCHORAGE         | Misc. Street & Pedestrian Improvements, (Anchorage Roads & Drainage Serv. Area) | 1.             | 209,000               |
|                                   | Misc. Street & Pedestrian Improvements, (Hillside--Girdwood Area)               | 2.             | 223,200               |
|                                   | Misc. Street & Pedestrian Improvements, (Eagle River-Chugiak Area)              | 3.             | 228,600               |
|                                   | Trails (Anchorage P & R Serv. Area)   | 4.             | 90,000                |
|                                   | Trails (Girdwood P & R Serv. Area)  | 5.             | 30,000                |
|                                   | Trails (Eagle River--Chugiak Serv. Area)  | 6.             | 48,000                |
| KENAI PENINSULA BOROUGH           | Greer Drive Phase II  | 7.             | 106,100               |
|                                   | Browns Lake   | 8.             | 532,000               |
| MATANUSKA-SUSITNA BOROUGH         | Service Area #27 Meadow Lakes Roads   | 9.             | 64,500                |
|                                   | Service Area #23 North Colony Roads   | 10.            | 64,500                |
|                                   | Service Area #20 Greater Willow Roads   | 11.            | 64,500                |
|                                   | Service Area #29 Greater Talkeetna Roads  | 12.            | 64,500                |
| KODIAK ISLAND BOROUGH             | Sargent Creek/Birch Circle Road   | 13.            | 66,000                |
|                                   | Sharatin/Perenosa Road  | 14.            | 66,000                |
|                                   | Beaver Lake Drive/Peotter Drive Road  | 15.            | 66,200                |
| CITY OF KENAI                     | City Streets  | 16.            | 66,000                |
|                                   | Accumulating Funds  |                | 59,300                |
| CITY OF SEWARD                    | Accumulation of funds for 1986  |                | 58,600                |
| CITY OF HOMER                     | Utilized all Funding  |                |                       |
| CITY OF SOLDOTNA                  | Accumulating Funds  |                | 31,600                |
| CITY OF SELDOVIA                  | Accumulation of Funds   |                | 6,500                 |
| CITY OF KODIAK                    | Accumulation of Funds   |                | 66,400                |
| CITY OF PALMER                    | Traffic and Parking Study   | 17.            | 17,800                |
|                                   | Accumulating Funds  |                | 36,700                |
| UNORGANIZED BOROUGH I<br>WHITTIER | Railroad Lease Area Paving - Construction Phase I                               | 18.            | 100,000               |
|                                   | PILE BAY  | 19.            | 58,900                |
|                                   | Accumulating funds for Whittier - Recreation Access Road                        |                | 94,600                |

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

| PROJECT LOCATION          | PROJECT DESCRIPTION   | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|---------------------------|---|----------------|-----------------------|
| Fiscal Year 1986*         |   |                |                       |
| MUNICIPALITY OF ANCHORAGE | Misc. Street & Pedestrian Improvements, (Anchorage Roads & Drainage Serv. Area) | 20.            | 418,300               |
|                           | Misc. Street & Pedestrian Improvements, (Hillside--Girdwood Area)               | 21.            | 133,000               |
|                           | Misc. Street & Pedestrian Improvements, (Eagle River-Chugiak Area)              | 22.            | 137,000               |
|                           | Trails (Anchorage P & R Serv. Area)   | 23.            | 170,000               |
|                           | Trails (Girdwood P & R Serv. Area)  | 24.            | 20,000                |
|                           | Trails (Eagle River--Chugiak Serv. Area)  | 25.            | 40,000                |
| KENAI PENINSULA BOROUGH   | No Program Submitted  |                | 354,600               |
| MATANUSKA-SUSITNA BOROUGH | Service Area #15 Caswell Road   | 26.            | 129,000               |
|                           | Service Area #14 Fairview Road  | 27.            | 129,000               |
|                           | Service Area #17 Knik Road  | 28.            | 129,000               |
|                           | Service Area #21 Big Lake Road  | 29.            | 129,000               |
| KODIAK ISLAND BOROUGH     | King Crab Way/Spruce Road   | 30.            | 43,000                |
|                           | Spruce Road   | 31.            | 43,000                |
|                           | Peotter Drive Road Phase I  | 32.            | 44,800                |
| CITY OF KENAI             | Accumulating Funds for 1988   |                | 39,500                |
| CITY OF SEWARD            | Second Avenue Paving  | 33.            | 75,600                |
| CITY OF HOMER             | Kachemak Way Paving   | 34.            | 20,100                |
| CITY OF SOLDOTNA          | Endicott Drive, Chugach Drive and Brooks Street Drainage                        | 35.            | 26,000                |
|                           | Columbia Street, Lupine Street and Aspen Drive Drainage                         | 36.            | 26,000                |
| CITY OF SELDOVIA          | Accumulation of Funds   |                | 4,300                 |
| CITY OF KODIAK            | Accumulation of Funds   |                | 41,100                |
| CITY OF PALMER            | No Program Submitted  |                | 33,100                |
| UNORGANIZED BOROUGH I     |   |                |                       |
| NEW CHENEGA               | Boardwalks  | 37.            | 60,000                |
| WHITTIER                  | Railroad Lease Area Paving - Phase II   | 38.            | 266,000               |

\*Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

| PROJECT LOCATION          | PROJECT DESCRIPTION   | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|---------------------------|---|----------------|-----------------------|
| Fiscal Year 1987*         |   |                |                       |
| MUNICIPALITY OF ANCHORAGE | Misc. Street & Pedestrian Improvements, (Anchorage Roads & Drainage Serv. Area) | 39.            | 418,300               |
|                           | Misc. Street & Pedestrian Improvements, (Hillside--Girdwood Area)               | 40.            | 133,000               |
|                           | Misc. Street & Pedestrian Improvements, (Eagle River-Chugiak Area)              | 41.            | 137,000               |
|                           | Trails (Anchorage P & R Serv. Area)   | 42.            | 170,000               |
|                           | Trails (Girdwood P & R Serv. Area)  | 43.            | 20,000                |
|                           | Trails (Eagle River--Chugiak Serv. Area)  | 44.            | 40,000                |
|                           | KENAI PENINSULA BOROUGH   | Pipeline Road  | 45.                   |
| MATANUSKA-SUSITNA BOROUGH | Service Area #26 Greater Butte Road   | 46.            | 129,000               |
|                           | Service Area #16 South Colony Road  | 47.            | 129,000               |
|                           | Service Area #30 Trapper Creek Road   | 48.            | 129,000               |
|                           | Service Area #28 Gold Trails Road   | 49.            | 129,000               |
| KODIAK ISLAND BOROUGH     | Peotter Drive Road Phase II   |                | 26,000                |
|                           | Three Sisters Way   | 50.            | 26,000                |
|                           | Stover Road   | 51.            | 26,000                |
|                           | Greville/Sequel Road  | 52.            | 26,000                |
|                           | S. Russian Creek Road   | 53.            | 26,800                |
| CITY OF KENAI             | Accumulating Funds for 1988   |                | 39,500                |
| CITY OF SEWARD            | Government Road Paving  | 54.            | 17,000                |
| CITY OF HOMER             | Hillside Campground Road Upgrade & Trail  | 55.            | 20,100                |
| CITY OF SOLDOTNA          | Fireweed Street, Banner Land & Crest Dr. Drainage and Edwards Court Resurfacing | 56.            | 10,000                |
|                           | Foothill Street Drainage and Upgrading of Karen Lane & Cody Court.              | 57.            | 10,000                |
| CITY OF SELDOVIA          | Accumulating Funds  |                | 4,300                 |
| CITY OF KODIAK            | Accumulating Funds  |                | 41,100                |
| CITY OF PALMER            | No Program Submitted  |                | 33,100                |
| UNORGANIZED BOROUGH I     | Accumulating Funds for Whitter - Recreation Access Road                         |                | 189,800               |

\*Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

| PROJECT<br>LOCATION          | PROJECT DESCRIPTION  | PROJECT<br>NUMBER | LSR&T<br>FUNDS<br>(DOLLARS) |
|------------------------------|--|-------------------|-----------------------------|
| Fiscal Year 1988*            |  |                   |                             |
| MUNICIPALITY OF<br>ANCHORAGE | Misc. Street & Pedestrian Improvements,<br>(Anchorage Roads & Drainage Serv. Area) | 58.               | 418,300                     |
|                              | Misc. Street & Pedestrian Improvements,<br>(Hillside--Girdwood Area)               | 59.               | 133,000                     |
|                              | Misc. Street & Pedestrian Improvements,<br>(Eagle River-Chugiak Area)              | 60.               | 137,000                     |
|                              | Trails (Anchorage P & R Serv. Area)  | 61.               | 170,000                     |
|                              | Trails (Girdwood P & R Serv. Area)   | 62.               | 20,000                      |
|                              | Trails (Eagle River--Chugiak Serv. Area)   | 63.               | 40,000                      |
| KENAI PENINSULA<br>BOROUGH   | Taurianen Trail Road   | 64.               | 354,600                     |
| MATANUSKA-SUSITNA<br>BOROUGH | Service Area #25 Bogard Road   | 65.               | 129,000                     |
|                              | Service Area #19 Lazy Mountain Road  | 66.               | 129,000                     |
|                              | Service Area #31 Alpine Road   | 67.               | 129,000                     |
|                              | Service Area #9 Midway Road  | 68.               | 129,000                     |
| KODIAK ISLAND<br>BOROUGH     | Vista View Drive   | 69.               | 32,000                      |
|                              | Beaver Lake Vista Road   | 70.               | 32,000                      |
|                              | Marmot Drive - Reconstruction  | 71.               | 32,000                      |
|                              | Woodland Drive - Reconstruction  | 72.               | 34,800                      |
| CITY OF KENAI                | Standard, Richfield & Thompson Roads   | 73.               | 118,000                     |
| CITY OF SEWARD               | Dimond Boulevard Paving  | 74.               | 17,000                      |
| CITY OF HOMER                | Grubstake Avenue Design  | 75.               | 20,100                      |
| CITY OF SOLDOTNA             | Trumpeter Avenue, Riverview & Hill Crest<br>Lane Drainage                          | 76.               | 20,000                      |
| CITY OF SELDOVIA             | Accumulating Funds   |                   | 4,300                       |
| CITY OF KODIAK               | Accumulating Funds   |                   | 41,100                      |
| CITY OF PALMER               | No Program Submitted   |                   | 33,100                      |
| UNORGANIZED<br>BOROUGH I     | Accumulating Funds for Whittier -<br>Recreation Access Road                        |                   | 189,800                     |

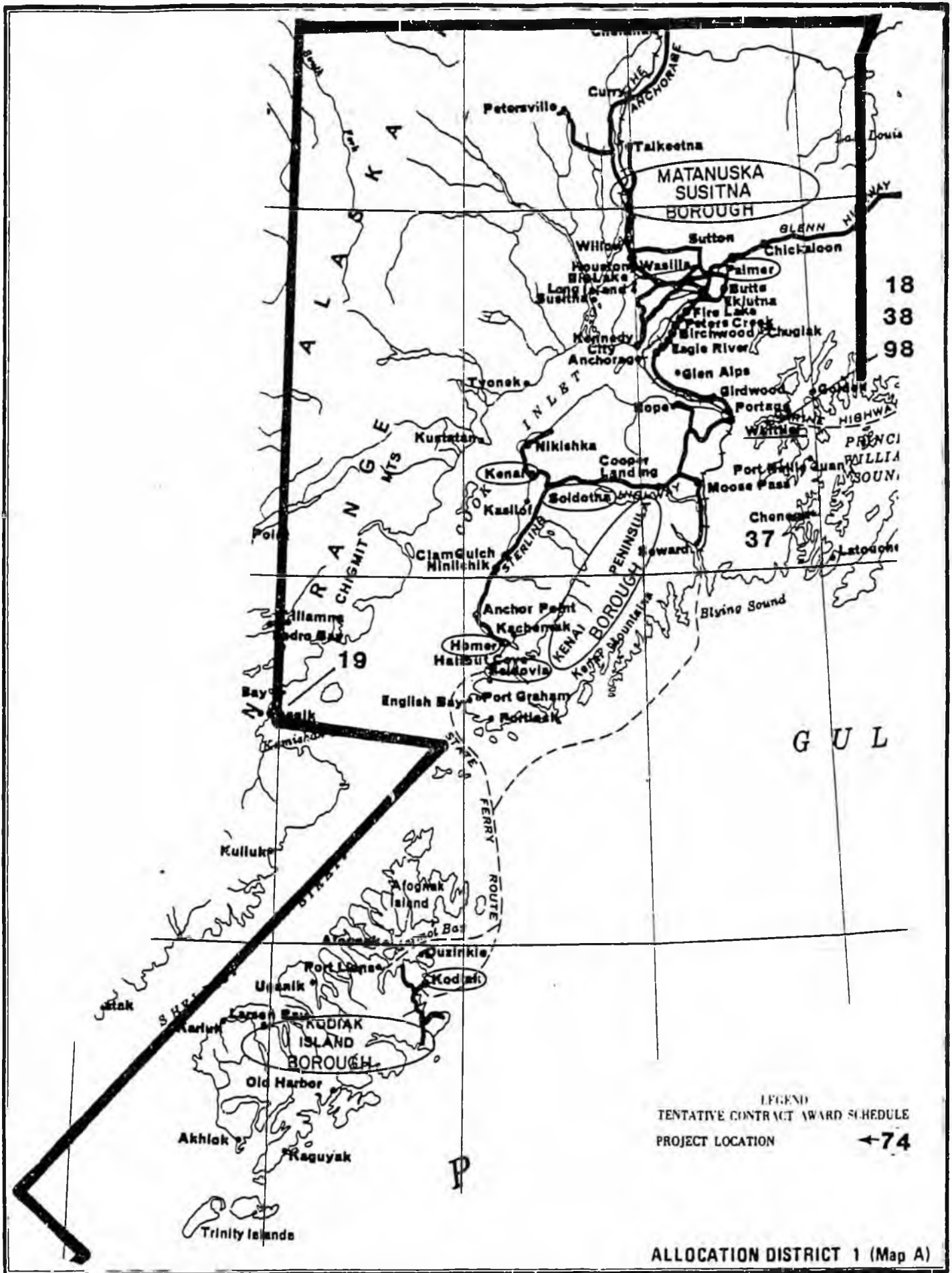
\*Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 1

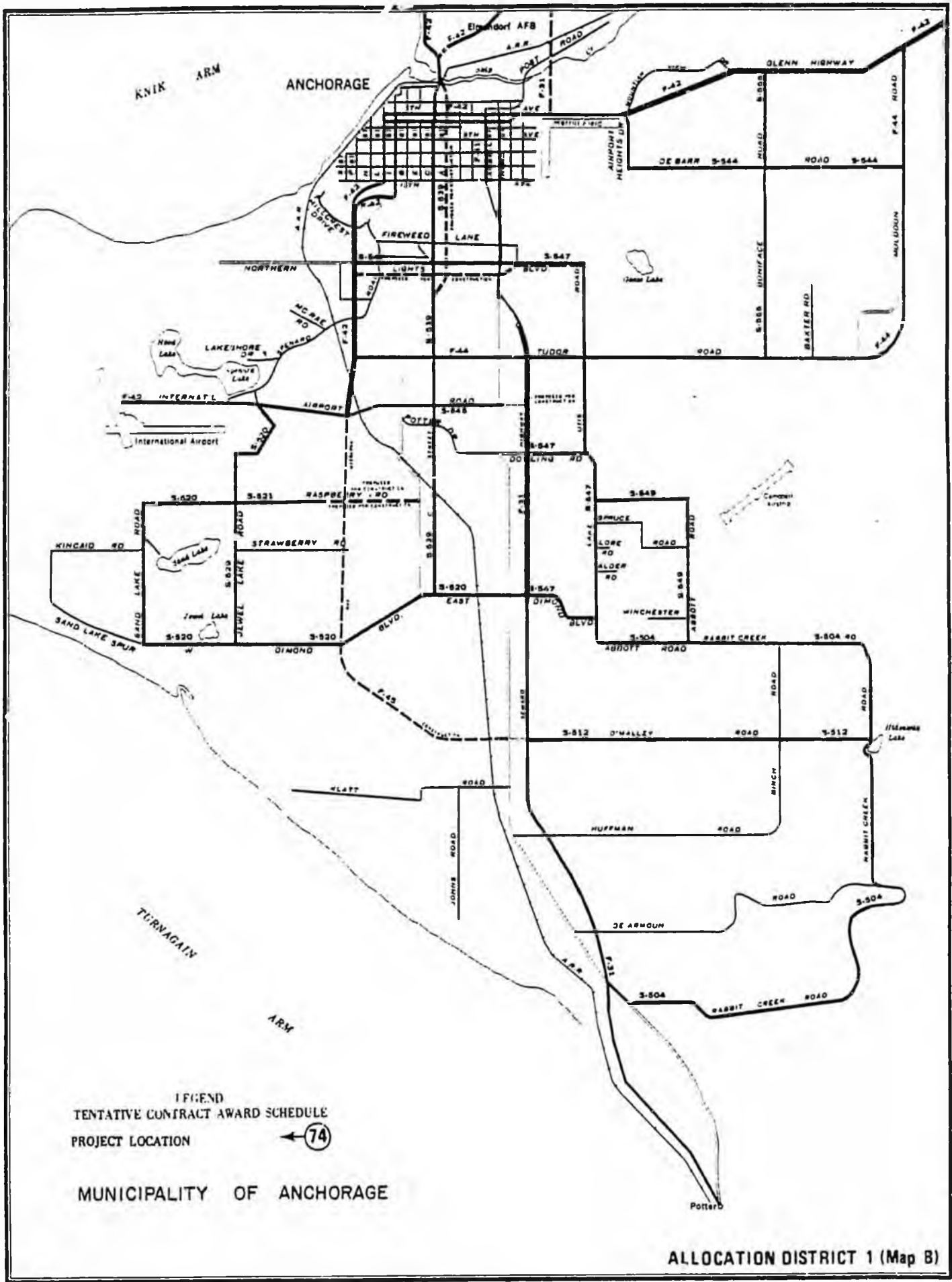
| PROJECT LOCATION          | PROJECT DESCRIPTION   | PROJECT NUMBER        | LSR&T FUNDS (DOLLARS) |
|---------------------------|---|-----------------------|-----------------------|
| Fiscal Year 1989*         |   |                       |                       |
| MUNICIPALITY OF ANCHORAGE | Misc. Street & Pedestrian Improvements, (Anchorage Roads & Drainage Serv. Area) | 77.                   | 418,300               |
|                           | Misc. Street & Pedestrian Improvements, (Hillside--Girdwood Area)               | 78.                   | 133,000               |
|                           | Misc. Street & Pedestrian Improvements, (Eagle River-Chugiak Area)              | 79.                   | 137,000               |
|                           | Trails (Anchorage P & R Serv. Area)   | 80.                   | 170,000               |
|                           | Trails (Girdwood P & R Serv. Area)  | 81.                   | 20,000                |
|                           | Trails (Eagle River--Chugiak Serv. Area)  | 82.                   | 40,000                |
|                           | KENAI PENINSULA BOROUGH   | Accumulation of Funds |                       |
| MATANUSKA-SUSITNA BOROUGH | Service Area #29 Greater Talkeetna Road   | 83.                   | 129,000               |
|                           | Service Area #27 Meadow Lakes Road  | 84.                   | 129,000               |
|                           | Service Area #23 North Colony Road  | 85.                   | 129,000               |
|                           | Service Area #20 Greater Willow Road  | 86.                   | 129,000               |
| KODIAK ISLAND BOROUGH     | Peotter Drive - Phase III   | 87.                   | 16,000                |
|                           | Bells Flats Road  | 88.                   | 16,000                |
|                           | Middle Bay/Pauloff Circle   | 89.                   | 16,000                |
|                           | Woman's Bay Drive/Otter Road  | 90.                   | 16,000                |
|                           | Gara/Snek/Osin Road   | 91.                   | 16,000                |
|                           | Kodiak Avenue   | 92.                   | 16,000                |
|                           | Leta/Panamaroff Creek Road  | 93.                   | 16,000                |
|                           | Pillar/Beaver Road  | 94.                   | 18,800                |
| CITY OF KENAI             | Accumulating Funds  |                       | 39,500                |
| CITY OF SEWARD            | Railroad Avenue Paving  | 95.                   | 17,000                |
| CITY OF HOMER             | Beluga Slough Trail   | 96.                   | 20,100                |
| CITY OF SOLDOTNA          | Little Ave, Parkwood St, Leibrock St & Leibrock Circle Drainage                 | 97.                   | 21,000                |
| CITY OF SELDOVIA          | Accumulating Funds  |                       | 4,300                 |
| CITY OF KODIAK            | Accumulating Funds  |                       | 41,100                |
| CITY OF PALMER            | No Program Submitted  |                       | 33,100                |
| UNORGANIZED BOROUGH I     |   |                       |                       |
| WHITTIER                  | Recreation Access Road  | 98.                   | 569,300               |

\*Unfunded with present allocations



LEGEND  
 TENTATIVE CONTRACT AWARD SCHEDULE  
 PROJECT LOCATION ←74

ALLOCATION DISTRICT 1 (Map A)



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

| PROJECT LOCATION             | PROJECT DESCRIPTION                                | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|------------------------------|--|----------------|-----------------------|
| Fiscal Year 1985             |  |                |                       |
| FAIRBANKS NORTH STAR BOROUGH | Dawson Road  | 1.             | } 1,068,900           |
|                              | Cripple Creek Road                                 | 2.             |                       |
|                              | Rosie Creek Road                                   | 3.             |                       |
|                              | Landfill/So. Cushman St. Ext.                      | 4.             |                       |
|                              | Park Ridge Road                                    | 5.             |                       |
|                              | Various Locations - Collection Roads and Arterials | 6.             |                       |
| NORTH SLOPE BOROUGH          |  |                |                       |
| WAINWRIGHT                   | Community Roads                                    | ** 7.          | 187,500               |
| CITY OF FAIRBANKS            | No Program Submitted                               |                | 76,600                |
| CITY OF NORTH POLE           | No Program Submitted                               |                | 7,500                 |
| CITY OF NENANA               | No Program Submitted                               |                | 9,000                 |
| CITY OF TANANA               | No Program Submitted                               |                | 7,400                 |
| UNORGANIZED BOROUGH II       |  |                |                       |
| HEALY-OTTO LAKE AREA         | Road Construction                                  | 8.             | 250,000               |
| JAN LAKE                     | Foot Trail   | 9.             | 150,000               |
| VARIOUS LOCATIONS            | Roads & Trails                                     | 10.            | 25,200                |

\*\*Refer to Map A Allocation District 4

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

| PROJECT LOCATION             | PROJECT DESCRIPTION                             | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|------------------------------|---|----------------|-----------------------|
| Fiscal Year 1986*            |   |                |                       |
| FAIRBANKS NORTH STAR BOROUGH | Various Locations - Collector Roads & Arterials | 11.            | 565,400               |
| NORTH SLOPE BOROUGH          |   |                |                       |
| ATGASUK                      | Community Roads                                 | ** 12.         | 375,100               |
| CITY OF FAIRBANKS            | No Program Submitted                            |                | 153,200               |
| CITY OF NORTH POLE           | No Program Submitted                            |                | 5,000                 |
| CITY OF NENANA               | No Program Submitted                            |                | 6,000                 |
| CITY OF TANANA               | No Program Submitted                            |                | 5,000                 |
| UNORGANIZED BOROUGH II       |   |                |                       |
| NORTHWAY                     | Village Streets                                 | 13.            | 250,000               |
| BEAVER                       | Dump Site Road                                  | 14.            | 100,000               |
| RAMPART                      | Local Roads                                     | 15.            | 100,000               |
| MINTO                        | Village Streets                                 | 16.            | 100,000               |
| VARIOUS LOCATIONS            | Roads & Trails                                  | 17.            | 171,300               |

\*Unfunded with present allocations

\*\* Refer to Map A Allocation District 4

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

| PROJECT LOCATION             | PROJECT DESCRIPTION                             | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|------------------------------|---|----------------|-----------------------|
| Fiscal Year 1987*            |   |                |                       |
| FAIRBANKS NORTH STAR BOROUGH | Various Locations - Collector Roads & Arterials | 18.            | 565,400               |
| NORTH SLOPE BOROUGH          |   |                |                       |
| POINT LAY                    | Community Roads                                 | ** 19.         | 375,100               |
| CITY OF FAIRBANKS            | No Program Submitted                            |                | 153,300               |
| CITY OF NORTH POLE           | No Program Submitted                            |                | 5,000                 |
| CITY OF NENANA               | No Program Submitted                            |                | 6,000                 |
| CITY OF TANANA               | No Program Submitted                            |                | 5,000                 |
| JNORGANIZED BOROUGH II       |   |                |                       |
| WISEMAN                      | Local Roads                                     | 20.            | 250,000               |
| ANDERSON-NENANA              | Local Roads                                     | 21.            | 200,000               |
| CANTWELL-HEALY               | Local Roads                                     | 22.            | 200,000               |
| VARIOUS LOCATIONS            | Roads & Trails                                  | 23.            | 71,300                |

\* Unfunded with present allocations

\*\* Refer to Map A Allocation District 4

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

| PROJECT LOCATION             | PROJECT DESCRIPTION                             | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|------------------------------|---|----------------|-----------------------|
| Fiscal Year 1988*            |   |                |                       |
| FAIRBANKS NORTH STAR BOROUGH | Various Locations - Collector Roads & Arterials | 24.            | 565,400               |
| NORTH SLOPE BOROUGH          |   |                |                       |
| POINT HOPE                   | Community Roads                                 | ** 25.         | 375,100               |
| CITY OF FAIRBANKS            | No Program Submitted                            |                | 153,000               |
| CITY OF NORTH POLE           | No Program Submitted                            |                | 5,000                 |
| CITY OF NENANA               | No Program Submitted                            |                | 6,000                 |
| CITY OF TANANA               | No Program Submitted                            |                | 5,000                 |
| UNORGANIZED BOROUGH II       |   |                |                       |
| DELTA                        | Community Roads                                 | 26.            | 250,000               |
| DOT LAKE                     | Community Roads                                 | 27.            | 150,000               |
| TOK                          | Community Roads                                 | 28.            | 200,000               |
| VARIOUS LOCATIONS            | Roads & Trails                                  | 29.            | 121,300               |

\* Unfunded with present allocations

\*\* Refer to Map A Allocation District 4

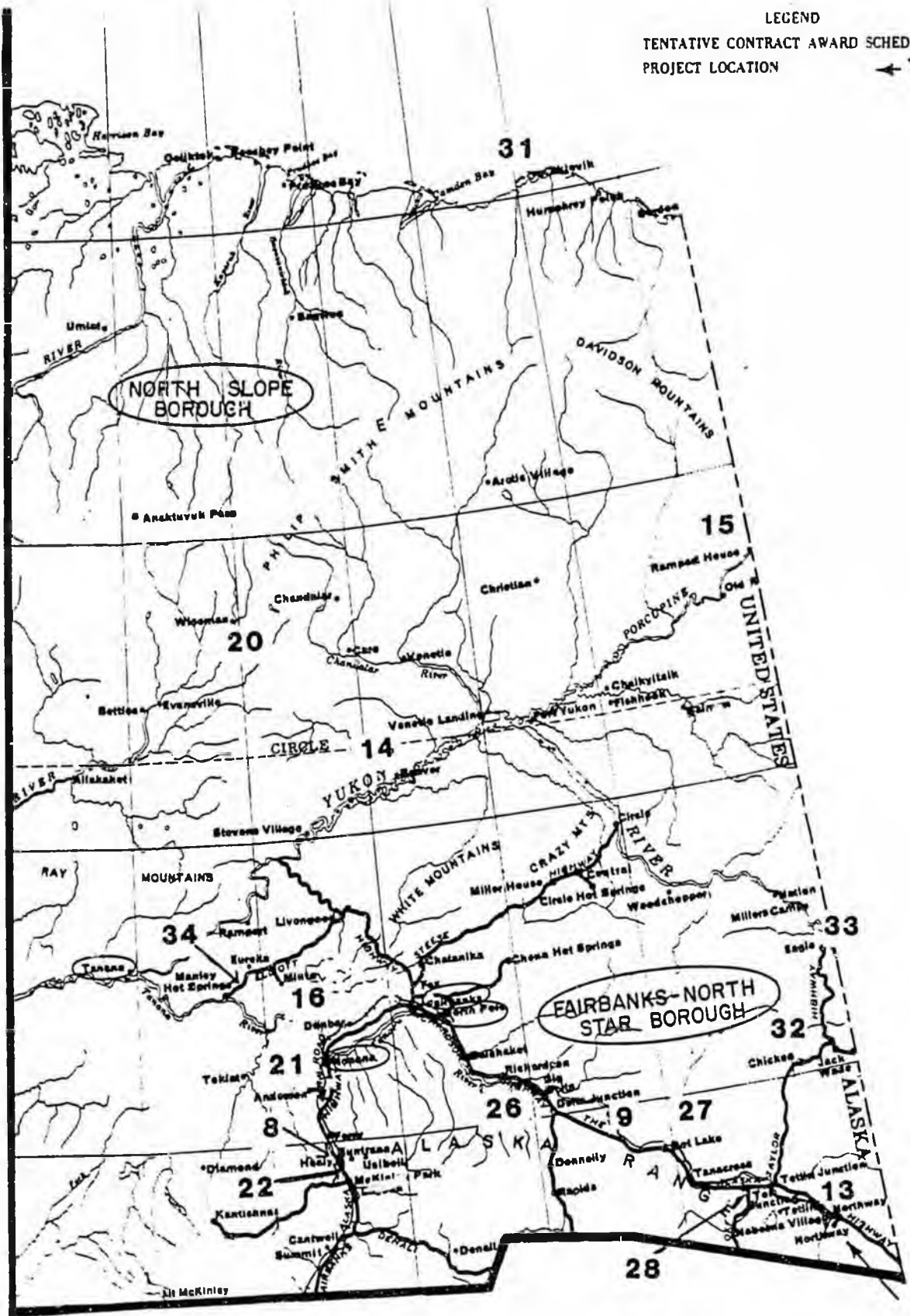
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 2

| PROJECT LOCATION             | PROJECT DESCRIPTION                             | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|------------------------------|---|----------------|-----------------------|
| Fiscal Year 1989*            |   |                |                       |
| FAIRBANKS NORTH STAR BOROUGH | Various Locations - Collector Roads & Arterials | 30.            | 565,400               |
| NORTH SLOPE BOROUGH          |   |                |                       |
| KAKTOVIK                     | Community Roads                                 | 31.            | 375,100               |
| CITY OF FAIRBANKS            | No Program Submitted                            |                | 153,200               |
| CITY OF NORTH POLE           | No Program Submitted                            |                | 5,000                 |
| CITY OF NENANA               | No Program Submitted                            |                | 6,000                 |
| CITY OF TANANA               | No Program Submitted                            |                | 5,000                 |
| UNORGANIZED BOROUGH II       |   |                |                       |
| CHICKEN                      | Community Roads                                 | 32.            | 200,000               |
| EAGLE                        | Community Roads                                 | 33.            | 200,000               |
| TOFTY ROAD                   | Sullivan Creek Bridge                           | 34.            | 321,300               |

\* Unfunded with present allocations

LEGEND  
 TENTATIVE CONTRACT AWARD SCHEDULE  
 PROJECT LOCATION ← 11



ALLOCATION DISTRICT 2 (Map A)

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

| PROJECT LOCATION          | PROJECT DESCRIPTION         | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|---------------------------|-----------------------------|----------------|-----------------------|
| Fiscal Year 1985          |                             |                |                       |
| CITY & BOROUGH OF JUNEAU  | Accumulating Funds for 1988 |                | 83,600                |
| CITY & BOROUGH OF SITKA   | Accumulating Funds for 1986 |                | 44,100                |
| KETCHIKAN GATEWAY BOROUGH |                             |                |                       |
| SAXMAN                    | Drainage Parking Area       | 1.             | 50,000                |
| CITY OF KETCHIKAN         | No Program Submitted        |                | 28,900                |
| HAINES BOROUGH            |                             |                |                       |
| CITY OF HAINES            | Tlingit Park Walkway        | 2.             | 5,000                 |
| CITY OF WRANGELL          | Accumulating Funds          |                | 22,100                |
| CITY OF PETERSBURG        | 8th Gauffin & Union Streets | 3.             | 165,400               |
| CITY OF PELICAN           | Boardwalks                  | 4.             | 1,800                 |
| CITY OF CRAIG             | No Program Submitted        |                | 5,300                 |
| CITY OF SKAGWAY           |                             |                |                       |
| CITY OF YAKUTAT           | Funds Utilized              |                |                       |
| CITY OF KAKE              | Streets                     | 5.             | 5,500                 |
| CITY OF HOONAH            | Accumulating Funds          |                | 6,700                 |
| CITY OF HYDABURG          | No Program Submitted        |                | 2,900                 |
| CITY OF KLAWOCK           | No Program Submitted        |                | 3,100                 |
| UNORGANIZED BOROUGH       |                             |                |                       |
| GUSTAVUS                  | Good River Bridge           | 6.             | 5,000                 |
| KASAAN                    | Trails                      | 7.             | 10,000                |
| TENAKEE                   | Tenakee Avenue              | 8.             | 45,000                |
| VARIOUS LOCATIONS         | Roads & Trails              | 9.             | 113,600               |

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

| PROJECT LOCATION          | PROJECT DESCRIPTION                 | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|---------------------------|-------------------------------------|----------------|-----------------------|
| Fiscal Year 1986          |                                     |                |                       |
| CITY & BOROUGH OF JUNEAU  | Accumulating Funds for 1988         |                | 156,000               |
| CITY & BOROUGH OF SITKA   | Kashevaroff Street                  | 10.            | 19,000                |
|                           | Guardrail - Wolff & Jamestown Drive | 11.            | 22,000                |
| KETCHIKAN GATEWAY BOROUGH | Pave Rotary Beach Parking           | 12.            | 22,000                |
| CITY OF KETCHIKAN         | Ketchikan Creek Trail - Phase I     | 13.            | 27,000                |
| HAINES BOROUGH            | Chilkat Lake Road                   | 14.            | 24,000                |
| CITY OF HAINES            | Park Trail                          | 15.            | 10,100                |
| CITY OF WRANGELL          | Church, Episcopal & Howell Streets  | 16.            | 36,000                |
| CITY OF PETERSBURG        | Accumulating Funds                  |                | 19,000                |
| CITY OF PELICAN           | Boardwalk                           | 17.            | 1,200                 |
| CITY OF CRAIG             | Watertank road                      | 18.            | 3,600                 |
| CITY OF SKAGWAY           | Boardwalk & Surfacing               | 19.            | 8,900                 |
| CITY OF YAKUTAT           | Roadway Topping                     | 20.            | 3,000                 |
| CITY OF KAKE              | Upgrade Cemetery Road               | 21.            | 3,700                 |
| CITY OF HOONAH            | Accumulating Funds                  |                | 4,500                 |
| CITY OF HYDABURG          | No Program Submitted                |                | 2,000                 |
| CITY OF KLAWOCK           | No Program Submitted                |                | 2,100                 |
| UNORGANIZED BOROUGH       |                                     |                |                       |
| HYDER                     | 5th Street                          | 22.            | 29,000                |
| TENAKEE                   | Trails & Footbridges                | 23.            | 30,000                |
| THORNE BAY                | Street Improvements                 | 24.            | 32,000                |
| KASAAN                    | Street Improvements                 | 25.            | 50,000                |
| ANGOON                    | Relay Road                          | 26.            | 30,000                |
| EDNA BAY                  | Boardwalk                           | 27.            | 30,000                |
| PORT PROTECTION           | Boardwalk                           | 28.            | 25,000                |
| VARIOUS LOCATIONS         | Roads & Trails                      |                | 69,000                |

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

| PROJECT LOCATION          | PROJECT DESCRIPTION            | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|---------------------------|--------------------------------|----------------|-----------------------|
| Fiscal Year 1987          |                                |                |                       |
| CITY & BOROUGH OF JUNEAU  | Accumulating Funds for 1988    |                | 156,000               |
| CITY & BOROUGH OF SITKA   | Jarvis Street                  | 29.            | 55,000                |
| KETCHIKAN GATEWAY BOROUGH | No Program Submitted           |                | 58,000                |
| CITY OF KETCHIKAN         | Ketchikan Creek Trail Phase II | 30.            | 27,000                |
| HAINES BOROUGH            | Chilkat Lake Road              | 31.            | 24,000                |
| CITY OF HAINES            | No Program Submitted           |                | 10,100                |
| CITY OF WRANGELL          | Peninsula Street               | 32.            | 14,700                |
| CITY OF PETERSBURG        | Accumulating Funds             |                | 19,000                |
| CITY OF PELICAN           | Boardwalks                     | 33.            | 1,200                 |
| CITY OF CRAIG             | Spruce Street                  | 34.            | 3,600                 |
| CITY OF SKAGWAY           | Boardwalk & Surfacing          | 35.            | 8,900                 |
| CITY OF YAKUTAT           | Road Surfacing                 | 36.            | 3,000                 |
| CITY OF KAKE              | Stairway                       | 37.            | 3,700                 |
| CITY OF HOONAH            | Accumulating Funds             |                | 4,500                 |
| CITY OF HYDABURG          | No Program Submitted           |                | 2,000                 |
| CITY OF KLAWOCK           | No Program Submitted           |                | 2,100                 |
| UNORGANIZED BOROUGH       |                                |                |                       |
| ELFIN COVE                | Boardwalk                      | 38.            | 30,000                |
| PORT ALEXANDER            | Boardwalk                      | 39.            | 25,000                |
| KUPREANOF                 | Trail - Phase II               | 40.            | 40,000                |
| VARIOUS LOCATIONS         | Roads & Trails                 | 41.            | 200,000               |

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

| PROJECT LOCATION          | PROJECT DESCRIPTION       | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|---------------------------|---------------------------|----------------|-----------------------|
| Fiscal Year 1988          |                           |                |                       |
| CITY & BOROUGH OF JUNEAU  | 7th Street Retaining Wall | 42.            | 546,000               |
| CITY & BOROUGH OF SITKA   | Price Street              | 43.            | 20,000                |
|                           | Beardslee Street          | 44.            | 50,000                |
| KETCHIKAN GATEWAY BOROUGH | No Program Submitted      |                | 58,000                |
| CITY OF KETCHIKAN         | Trails                    | 45.            | 27,000                |
| HAINES BOROUGH            | Chilkat Lake Road         | 46.            | 12,000                |
|                           | Battery Piont Road        | 47.            | 12,000                |
| CITY OF HAINES            | No Program Submitted      |                | 10,100                |
| CITY OF WRANGELL          | Reid Street               | 48.            | 14,700                |
| CITY OF PETERSBURG        | Accumulating Funds        | 49.            | 19,000                |
| CITY OF PELICAN           | Boardwalk                 | 50.            | 1,200                 |
| CITY OF CRAIG             | Port Bagail Blvd.         | 51.            | 3,600                 |
| CITY OF SKAGWAY           | No Program Submitted      |                | 8,900                 |
| CITY OF YAKUTAT           | Monti Bay Heights         | 52.            | 3,000                 |
| CITY OF KAKE              | Trails                    | 53.            | 3,700                 |
| CITY OF HOONAH            | Accumulating Funds        |                | 4,500                 |
| CITY OF HYDABURG          | No Program Submitted      |                | 2,000                 |
| CITY OF KLAWOCK           | No Program Submitted      |                | 2,100                 |
| UNORGANIZED BOROUGHES     |                           |                |                       |
| TENAKEE                   | Trails & Bridges          | 54.            | 30,000                |
| HYDER                     | 5th Street                | 55.            | 25,000                |
| VARIOUS LOCATIONS         | Roads & Trails            | 56.            | 240,000               |

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 3

| PROJECT LOCATION          | PROJECT DESCRIPTION               | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|---------------------------|-----------------------------------|----------------|-----------------------|
| Fiscal Year 1989          |                                   |                |                       |
| CITY & BOROUGH OF JUNEAU  | Gastineau Avenue - Retaining Wall | 57.            | 156,000               |
| CITY & BOROUGH OF SITKA   | Cascade Creek Road                | 58.            | 75,000                |
| KETCHIKAN GATEWAY BOROUGH | No Program Submitted              |                | 58,000                |
| CITY OF KETCHIKAN         | Trails                            | 59.            | 27,000                |
| HAINES BOROUGH            | Battery Point Road                | 60.            | 24,000                |
| CITY OF HAINES            | No Program Submitted              |                | 10,100                |
| CITY OF WRANGELL          | Reid Street                       | 61.            | 14,700                |
| CITY OF PETERSBURG        | Accumulating Funds                |                | 19,000                |
| CITY OF PELICAN           | Boardwalk                         | 62.            | 1,200                 |
| CITY OF CRAIG             | Cold Storage Road                 | 63.            | 3,600                 |
| CITY OF SKAGWAY           | No Program Submitted              |                | 8,900                 |
| CITY OF YAKUTAT           | Hemlock Street                    | 64.            | 3,000                 |
| CITY OF KAKE              | Trails                            | 65.            | 3,700                 |
| CITY OF HOONAH            | Lumbago Road                      | 66.            | 24,700                |
| CITY OF HYDABURG          | No Program Submitted              |                | 2,000                 |
| CITY OF KLAWOCK           | No Program Submitted              |                | 2,100                 |
| UNORGANIZED BOROUGH       |                                   |                |                       |
| VARIOUS LOCATIONS         | Roads & Trails                    | 67.            | 295,000               |



ALLOCATION DISTRICT 3

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

| PROJECT LOCATION               | PROJECT DESCRIPTION         | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|--------------------------------|-----------------------------|----------------|-----------------------|
| Fiscal Year 1985               |                             |                |                       |
| <u>CENTRAL REGION</u>          |                             |                |                       |
| BRISTOL BAY BOROUGH            | Funds Expended              |                |                       |
| CITY OF DILLINGHAM             | No Program Submitted        |                | 45,000                |
| CITY OF KING COVE              | No Program Submitted        |                | 13,200                |
| CITY OF ST. MARY'S             | Accumulating Funds for 1986 |                | 11,200                |
| CITY OF SAND POINT             | Accumulating Funds for 1986 |                | 18,000                |
| CITY OF UNALASKA               | Funds Expended              |                |                       |
| UNORGANIZED BOROUGH IV (SOUTH) |                             |                |                       |
| CHIGNIK BAY                    | Streets and Bridge          | 1.             | 70,000                |
| CLARKS POINT                   | Roads Erosion Control       | 2.             | 30,000                |
| NONDALTON                      | Streets                     | 3.             | 50,000                |

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

| PROJECT<br>LOCATION               | PROJECT DESCRIPTION  | PROJECT<br>NUMBER | LSR&T<br>FUNDS<br>(DOLLARS) |
|-----------------------------------|--|-------------------|-----------------------------|
| Fiscal Year 1985                  |  |                   |                             |
| <u>NORTHERN REGION</u>            |  |                   |                             |
| CITY OF BARROW                    | No Program Submitted   |                   | 39,900                      |
| CITY OF NOME                      | No Program Submitted   |                   | 87,400                      |
| CITY OF GALENA                    | No Program Submitted   |                   | 9,700                       |
| UNORGANIZED<br>BOROUGH IV (NORTH) |  |                   |                             |
| AREA WIDE                         | Winter Trail Staking   | 4.                | 63,000                      |
| AREA WIDE                         | Reconnaissance, Administration<br>and Construction Equipment | 5.                | 84,700                      |
| KOYUK                             | Roads  | 6.                | 30,000                      |
| SAINT MICHAEL                     | Streets  | 7.                | 100,000                     |

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

| PROJECT LOCATION               | PROJECT DESCRIPTION                | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|--------------------------------|------------------------------------|----------------|-----------------------|
| Fiscal Year 1986*              |                                    |                |                       |
| <u>CENTRAL REGION</u>          |                                    |                |                       |
| BRISTOL BAY BOROUGH            | Accumulating Funds                 |                | 25,600                |
| CITY OF DILLINGHAM             | No Program Submitted               |                | 30,000                |
| CITY OF KING COVE              | Ram Creek Boardwalk Phase I        | 8.             | 20,000                |
| CITY OF ST. MARY'S             | Reconstruct & Surface City Streets | 9.             | 18,800                |
| CITY OF SAND POINT             | Boardwalk                          | 10.            | 15,000                |
| CITY OF UNALASKA               | Accumulating Funds for 1989        |                | 25,400                |
| UNORGANIZED BOROUGH IV (SOUTH) |                                    |                |                       |
| CHIGNIK LAKE                   | Streets                            | 11.            | 400,000               |
| CHIGNIK BAY                    | Streets & Bridge                   | 12.            | 30,000                |
| MANOKOTAK                      | Roads                              | 13.            | 100,000               |
| NONDALTON                      | Streets                            | 14.            | 50,000                |
| PEDRO BAY                      | Trail & Bridges                    | 15.            | 150,000               |
| PERRYVILLE                     | Safety                             | 16.            | 13,000                |
| TAKOTNA                        | Streets Phase I                    | 17.            | 130,000               |

\* Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

| PROJECT LOCATION               | PROJECT DESCRIPTION                                    | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|--------------------------------|--|----------------|-----------------------|
| Fiscal Year 1986*              |  |                |                       |
| <u>NORTHERN REGION</u>         |  |                |                       |
| CITY OF BARROW                 | No Program Submitted                                   |                | 79,800                |
| CITY OF NOME                   | No Program Submitted                                   |                | 58,200                |
| CITY OF GALENA                 | No Program Submitted                                   |                | 19,400                |
| UNORGANIZED BOROUGH IV (NORTH) |  |                |                       |
| AREA WIDE                      | Winter Trail Stalking                                  | 18.            | 110,000               |
| AREA WIDE                      | Reconnaissance Administration & Construction Equipment | 19.            | 201,200               |
| SAINT MICHAEL                  | Streets  | 20.            | 200,000               |
| STEBBINS                       | Roads  | 21.            | 20,000                |
| GOLOVIN                        | Streets  | 22.            | 20,000                |

\* Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

| PROJECT LOCATION               | PROJECT DESCRIPTION          | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|--------------------------------|------------------------------|----------------|-----------------------|
| Fiscal Year 1987*              |                              |                |                       |
| <u>CENTRAL REGION</u>          |                              |                |                       |
| BRISTOL BAY BOROUGH            | Accumulating Funds           |                | 25,600                |
| CITY OF DILLINGHAM             | No Program Submitted         |                | 30,000                |
| CITY OF KING COVE              | Ram Creek Boardwalk Phase II | 23.            | 11,000                |
| CITY OF ST. MARY'S             | Construct City Streets       | 24.            | 2,500                 |
| CITY OF SAND POINT             | Accumulating Funds           |                | 22,300                |
| CITY OF UNALASKA               | Accumulating Funds for 1989  |                | 25,400                |
| UNORGANIZED BOROUGH IV (SOUTH) |                              |                |                       |
| LEVELOCK                       | Streets                      | 25.            | 450,000               |
| CHIGNIK BAY                    | Streets & Bridge             | 26.            | 150,000               |
| EKWOK                          | Streets                      | 27.            | 150,000               |
| MANOKOTAK                      | Roads                        | 28.            | 100,000               |
| TAKOTNA                        | Streets Phase II             | 29.            | 40,000                |

\* Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

| PROJECT<br>LOCATION               | PROJECT DESCRIPTION             | PROJECT<br>NUMBER | LSR&T<br>FUNDS<br>(DOLLARS) |
|-----------------------------------|---------------------------------|-------------------|-----------------------------|
| Fiscal Year 1987*                 |                                 |                   |                             |
| <u>NORTHERN REGION</u>            |                                 |                   |                             |
| CITY OF BARROW                    | No Program Submitted            |                   | 79,800                      |
| CITY OF NOME                      | No Program Submitted            |                   | 58,200                      |
| CITY OF GALENA                    | No Program Submitted            |                   | 19,400                      |
| UNORGANIZED<br>BOROUGH IV (NORTH) |                                 |                   |                             |
| AREA WIDE                         | Winter Trail Staking            | 30.               | 110,000                     |
| AREA WIDE                         | Reconnaissance & Administration | 31.               | 61,200                      |
| GOLOVIN                           | Streets                         | 32.               | 280,000                     |
| WHITE MOUNTAIN                    | Streets                         | 33.               | 100,000                     |

\* Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

| PROJECT LOCATION               | PROJECT DESCRIPTION            | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|--------------------------------|--------------------------------|----------------|-----------------------|
| Fiscal Year 1988*              |                                |                |                       |
| <u>CENTRAL REGION</u>          |                                |                |                       |
| BRISTOL BAY BOROUGH            | Accumulating Funds             |                | 25,600                |
| CITY OF DILLINGHAM             | No Program Submitted           |                | 30,000                |
| CITY OF KING COVE              | Accumulating Funds             |                | 8,800                 |
| CITY OF ST. MARY'S             | Road to Cemetary               | 34.            | 7,500                 |
| CITY OF SAND POINT             | Accumulating Funds             |                | 12,000                |
| CITY OF UNALASKA               | Accumulation of funds for 1989 |                | 25,400                |
| UNORGANIZED BOROUGH IV (SOUTH) |                                |                |                       |
| EEK                            | Boardwalks & Shelter Cabins    | 35.            | 150,000               |
| EKWOK                          | Streets                        | 36.            | 150,000               |
| LEVELOCK                       | Streets                        | 37.            | 230,000               |
| MARSHALL                       | Streets                        | 38.            | 340,000               |

\* Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

| PROJECT<br>LOCATION               | PROJECT DESCRIPTION             | PROJECT<br>NUMBER | LSR&T<br>FUNDS<br>(DOLLARS) |
|-----------------------------------|---------------------------------|-------------------|-----------------------------|
| Fiscal Year 1988*                 |                                 |                   |                             |
| <u>NORTHERN REGION</u>            |                                 |                   |                             |
| CITY OF BARROW                    | No Program Submitted            |                   | 79,800                      |
| CITY OF NOME                      | No Program Submitted            |                   | 58,200                      |
| CITY OF GALENA                    | No Program Submitted            |                   | 19,400                      |
| UNORGANIZED<br>BOROUGH IV (NORTH) |                                 |                   |                             |
| AREA WIDE                         | Winter Trail Staking            | 3.                | 110,000                     |
| AREA WIDE                         | Reconnaissance & Administration | 40.               | 61,200                      |
| WHITE MOUNTAIN                    | Streets                         | 41.               | 200,000                     |
| BUCKLAND                          | Streets                         | 42.               | 180,000                     |

\* Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

| PROJECT LOCATION               | PROJECT DESCRIPTION                                | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|--------------------------------|--|----------------|-----------------------|
| Fiscal Year 1989*              |  |                |                       |
| <u>CENTRAL REGION</u>          |  |                |                       |
| BRISTOL BAY BOROUGH            | Accumulating Funds                                 |                | 25,000                |
| CITY OF DILLINGHAM             | No Program Submitted                               |                | 30,000                |
| CITY OF KING COVE              | Accumulating Funds                                 |                | 8,800                 |
| CITY OF ST. MARY'S             | Construct Subdivision Road                         | 43.            | 7,500                 |
| CITY OF SAND POINT             | Accumulating Funds                                 |                | 12,000                |
| CITY OF UNALASKA               | Construction Road Agnes Beach to Town Creek Bridge | 44.            | 65,800                |
|                                | Bike Trails & Foot Paths                           | 45.            | 10,400                |
| UNORGANIZED BOROUGH IV (SOUTH) |  |                |                       |
| BETHEL                         | Streets  | 46.            | 200,000               |
| BETHEL                         | Trail Markers                                      | 47.            | 60,000                |
| EGEGIK                         | Streets  | 48.            | 200,000               |
| TOKSOOK BAY                    | Road Construction                                  | 49.            | 250,000               |

\* Unfunded with present allocations

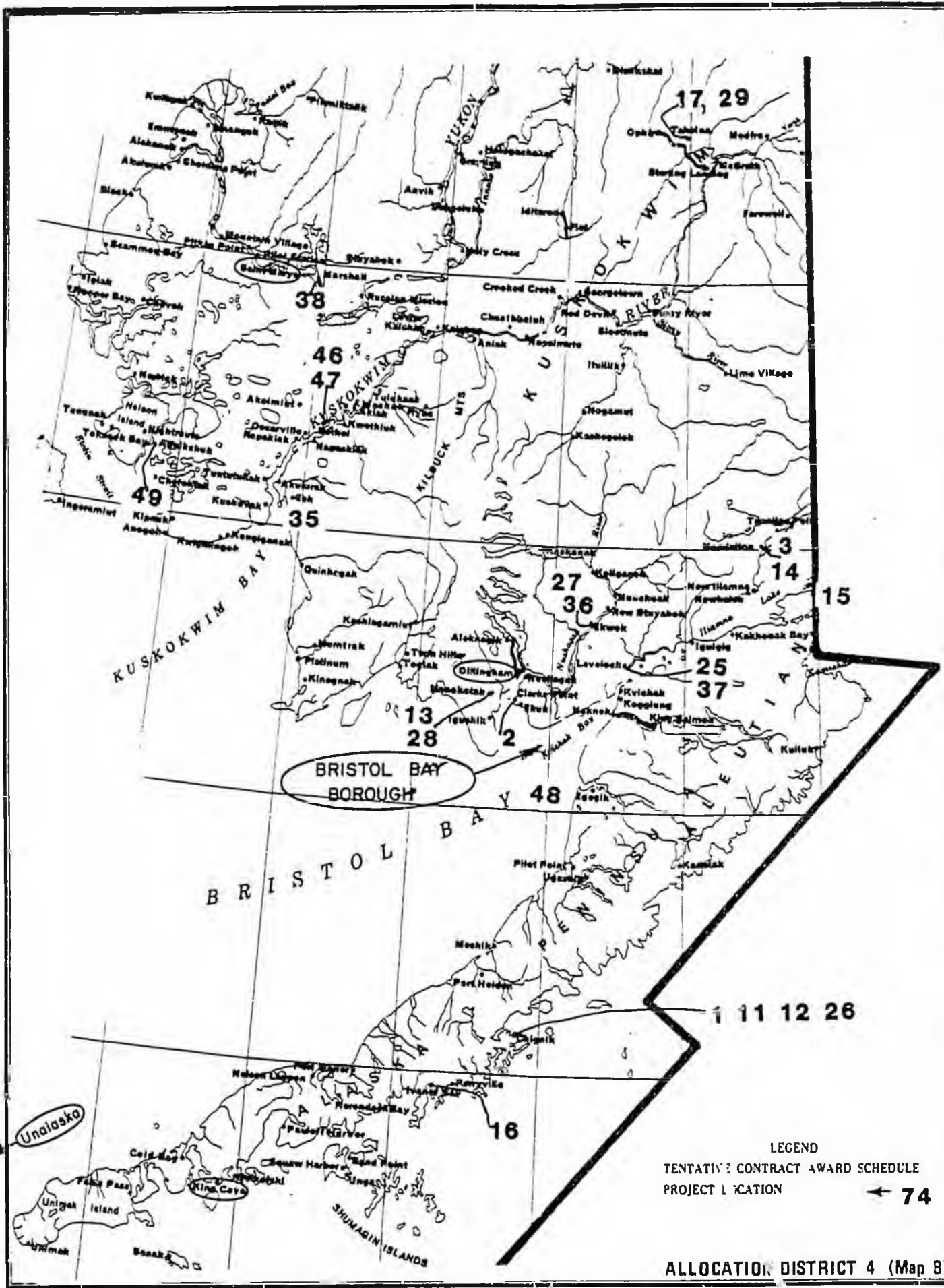
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 4

| PROJECT LOCATION               | PROJECT DESCRIPTION             | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|--------------------------------|---------------------------------|----------------|-----------------------|
| Fiscal Year 1989*              |                                 |                |                       |
| <u>NORTHERN REGION</u>         |                                 |                |                       |
| CITY OF BARROW                 | No Program Submitted            |                | 79,800                |
| CITY OF NOME                   | No Program Submitted            |                | 58,200                |
| CITY OF GALENA                 | No Program Submitted            |                | 19,400                |
| UNORGANIZED BOROUGH IV (NORTH) |                                 |                |                       |
| AREA WIDE                      | Winter Trail Stalking           | 50.            | 100,000               |
| AREA WIDE                      | Reconnaissance & Administration | 51.            | 71,200                |
| NOORVIK                        | Streets                         | 52.            | 200,000               |
| AMBLER                         | Roads                           | 53.            | 180,000               |

\*Unfunded with present allocation





STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 5

| PROJECT<br>LOCATION              | PROJECT DESCRIPTION            | PROJECT<br>NUMBER | LSR&T<br>FUNDS<br>(DOLLARS) |
|----------------------------------|--------------------------------|-------------------|-----------------------------|
| Fiscal Year 1985                 |                                |                   |                             |
| <u>CENTRAL REGION</u>            |                                |                   |                             |
| CITY OF CORDOVA                  | Accumulating Funds for 1989    |                   | 78,600                      |
| UNORGANIZED<br>BOROUGH V (SOUTH) | Accumulating Funds for 1989    |                   | 86,700                      |
| <u>NORTHERN REGION</u>           |                                |                   |                             |
| CITY OF VALDEZ                   | Robe River Bike Path           | 1.                | 102,400                     |
| UNORGANIZED<br>BOROUGH V (NORTH) |                                |                   |                             |
| TAZLINA                          | Terrace Access Road            | 2.                | 150,000                     |
| GLENNALLEN                       | Terrace Drive Subdivision Road | 3.                | 91,800                      |

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 5

| PROJECT LOCATION              | PROJECT DESCRIPTION         | PROJECT NUMBER | LSR&T FUNDS (DOLLARS) |
|-------------------------------|-----------------------------|----------------|-----------------------|
| Fiscal Year 1986*             |                             |                |                       |
| <u>CENTRAL REGION</u>         |                             |                |                       |
| CITY OF CORDOVA               | Accumulating Funds for 1989 |                | 24,700                |
| UNORGANIZED BOROUGH V (SOUTH) | Accumulating Funds for 1989 |                | 36,200                |
| <u>NORTHERN REGION</u>        |                             |                |                       |
| CITY OF VALDEZ                | No Program Submitted        |                | 68,300                |
| UNORGANIZED BOROUGH V (NORTH) |                             |                |                       |
| COPPERVILLE                   | Streets                     | 4.             | 100,000               |
| WORTHINGTON GLACIER           | Access Road                 | 5.             | 87,700                |

\* Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 5

| PROJECT<br>LOCATION              | PROJECT DESCRIPTION         | PROJECT<br>NUMBER | LSR&T<br>FUNDS<br>(DOLLARS) |
|----------------------------------|-----------------------------|-------------------|-----------------------------|
| Fiscal Year 1987*                |                             |                   |                             |
| <u>CENTRAL REGION</u>            |                             |                   |                             |
| CITY OF CORDOVA                  | Accumulating Funds for 1989 |                   | 24,700                      |
| UNORGANIZED<br>BOROUGH V (SOUTH) | Accumulating Funds for 1989 |                   | 36,200                      |
| <u>NORTHERN REGION</u>           |                             |                   |                             |
| CITY OF VALDEZ                   | No Program Submitted        |                   | 68,300                      |
| UNORGANIZED<br>BOROUGH V (NORTH) |                             |                   |                             |
| TSINA LAKE                       | Access Road                 | 6.                | 187,700                     |

\* Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 5

| PROJECT<br>LOCATION              | PROJECT DESCRIPTION         | PROJECT<br>NUMBER | LSR&T<br>FUNDS<br>(DOLLARS) |
|----------------------------------|-----------------------------|-------------------|-----------------------------|
| Fiscal Year 1988*                |                             |                   |                             |
| <u>CENTRAL REGION</u>            |                             |                   |                             |
| CITY OF CORDOVA                  | Accumulating Funds for 1989 |                   | 24,700                      |
| UNORGANIZED<br>BOROUGH V (SOUTH) | Accumulating Funds for 1989 |                   | 36,200                      |
| <u>NORTHERN REGION</u>           |                             |                   |                             |
| CITY OF VALDEZ                   | No Program Submitted        |                   | 68,300                      |
| UNORGANIZED<br>BOROUGH V (NORTH) |                             |                   |                             |
| COPPER CENTER                    | Local Roads                 | 7.                | 187,700                     |

\* Unfunded with present allocations

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
LOCAL SERVICE ROADS AND TRAILS

Allocation District 5

| PROJECT<br>LOCATION                                 | PROJECT DESCRIPTION                  | PROJECT<br>NUMBER | LSR&T<br>FUNDS<br>(DOLLARS) |
|---|--------------------------------------|-------------------|-----------------------------|
| Fiscal Year 1989*                                   |                                      |                   |                             |
| <u>CENTRAL REGION</u>                               |                                      |                   |                             |
| CITY OF CORDOVA<br>UNORGANIZED<br>BOROUGH V (SOUTH) | Railroad Avenue Realignment & Paving | 8.                | 177,400                     |
| EYAK LAKE   | Access Road                          | 9.                | 228,400                     |
| <u>NORTHERN REGION</u>                              |                                      |                   |                             |
| CITY OF VALDEZ<br>UNORGANIZED<br>BOROUGH V (NORTH)  | No Program Submitted                 |                   | 68,300                      |
| GLENNALLEN  | Local Roads                          | 10.               | 187,700                     |

\* Unfunded with present allocations



ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
Local Service Roads & Trails

DISTRIBUTION FORMULA  
COMPARISONS  
(Not reflecting first class cities)

Present  
5-District  
Concept  
50% Pop.  
50% Area

Proposed  
3-Region  
Concept  
50% Pop.  
50% Area

| LOCATION                     | POPULATION | AREA    | AMOUNT    | AMOUNT    |
|------------------------------|------------|---------|-----------|-----------|
| STATE OF ALASKA              | 401,851    | 586,499 | 7,000,000 | 7,000,000 |
| REGION 1                     | 259,895    | 206,157 | 3,493,872 | 3,493,872 |
| MUNICIPALITY OF ANCHORAGE    | 174,431    | 1,884   | 918,385   | 1,188,437 |
| KENAI PEN BOROUGH            | 25,282     | 14,692  | 400,165   | 257,984   |
| CITY OF KENAI                | 4,324      | 32      | 39,553    | 25,499    |
| CITY OF SEWARD               | 1,843      | 22      | 16,988    | 10,952    |
| KODIAK ISLAND BOROUGH        | 9,939      | 5,440   | 130,821   | 85,870    |
| CITY OF KODIAK               | 4,756      | 2       | 41,186    | 27,034    |
| MAT-SU BOROUGH               | 17,816     | 20,544  | 517,406   | 276,155   |
| CITY OF PALMER               | 2,141      | 4       | 33,134    | 17,684    |
| CITY OF CORDOVA              | 1,879      | 7       | 24,709    | 12,689    |
| BRISTOL BAY BOROUGH          | 1,094      | 1,200   | 25,614    | 17,522    |
| UNORGANIZED BOROUGH 1        | 29,454     | 162,390 | 1,345,911 | 1,574,043 |
| REGION 2                     | 88,063     | 339,996 | 2,795,967 | 2,795,967 |
| FAIRBANKS NORTH STAR BOROUGH | 53,983     | 7,500   | 565,453   | 693,691   |
| CITY OF FAIRBANKS            | 22,645     | 30      | 153,235   | 187,986   |
| CITY OF NORTH POLE           | 724        | 3       | 4,998     | 6,131     |
| NORTH SLOPE BOROUGH          | 4,199      | 88,281  | 454,994   | 429,649   |
| CITY OF NENANA               | 470        | 9       | 6,046     | 7,498     |
| CITY OF VALDEZ               | 3,079      | 274     | 68,307    | 50,005    |
| UNORGANIZED BOROUGH 2        | 26,332     | 243,932 | 1,542,934 | 1,421,007 |
| REGION 3                     | 53,893     | 40,346  | 710,161   | 710,161   |
| CITY AND BOROUGH OF JUNEAU   | 19,528     | 3,100   | 155,945   | 155,945   |
| CITY AND BOROUGH OF SITKA    | 7,803      | 2,900   | 76,934    | 76,934    |
| HAINES BOROUGH               | 1,680      | 2,620   | 34,127    | 34,127    |
| KETCHIKAN GATEWAY BOROUGH    | 11,316     | 1,250   | 58,278    | 58,278    |
| CITY OF KETCHIKAN            | 7,198      | 2       | 27,280    | 27,280    |
| CITY OF PETERSBURG           | 2,821      | 46      | 18,991    | 18,991    |
| CITY OF WRANGELL             | 2,184      | 43      | 14,768    | 14,768    |
| UNORGANIZED BOROUGH 3        | 8,561      | 30,387  | 323,838   | 323,838   |

# SENATE JOURNAL

## ALASKA STATE LEGISLATURE

FOURTEENTH LEGISLATURE - SECOND SESSION

JUNEAU, ALASKA

MONDAY

March 24, 1986

Seventy-first Day

Pursuant to adjournment, the Senate was called to order by President Bennett at 11:24 a.m.

The roll showed nineteen members present. Senator Zharoff was excused from a call of the Senate.

The prayer was offered by the Chaplain, Most Reverend Michael Kenny, Bishop of the Roman Catholic Diocese of Juneau.

The Pledge of Allegiance was recited.

Senator Halford moved and asked unanimous consent that the journals for the sixty-eighth, sixty-ninth and seventieth legislative days be approved as certified by the Secretary. Without objection, it was so ordered.

### MESSAGES FROM THE GOVERNOR

HB 111 *file*  
Message of March 20 was read, stating the Governor signed the following bill and transmitted the engrossed and enrolled copies to the Lieutenant Governor's Office for permanent filing:

#### SENATE CS FOR CS FOR HOUSE BILL NO. 111 (TRSP) am S

An Act relating to local service roads and trails; and providing for an effective date.

Chapter No. 5, SLA 1986

SB 331

Message of March 20 was read, stating the Governor signed the following bill and transmitted the engrossed and enrolled copies to the Lieutenant Governor's Office for permanent filing:

HOUSE CS FOR CS FOR SPONSOR SUBSTITUTE  
FOR SENATE BILL NO. 331 (FIN)

An Act relating to Winter Olympic funding; and providing for an effective date.

Chapter No. 6, SLA 1986

HB 100 *file*

Message of March 20 was read, stating the Governor signed the following bill and transmitted the engrossed and enrolled copies to the Lieutenant Governor's Office for permanent filing:

SENATE CS FOR HOUSE BILL NO. 100 (RES)

An Act relating to detention of vessels as security for oil-pollution damages; clarifying a definition relating to discharge of hazardous substances; and providing for an effective date.

Chapter No. 7, SLA 1986

HB 240 *file*

Message of March 20 was read, stating the Governor signed the following bill and transmitted the engrossed and enrolled copies to the Lieutenant Governor's Office for permanent filing:

SENATE CS FOR CS FOR HOUSE BILL NO. 240 (TRSP)

An Act relating to overtaking and passing school buses.

Chapter No. 8, SLA 1986

HB 530

Message of March 20 was read, stating the Governor signed the following bill and transmitted the engrossed and enrolled copies to the Lieutenant Governor's Office for permanent filing:

Representative Pettyjohn - April 4, 1986,  
through plane time, April 7, 1986

Representative Davis - March 5, 1986

Representative Binkley - March 4, 1986,  
through March 8, 1986

There being no objection, it was so ordered.

CSHB 111(Trsp)am

Representative Clocksin moved that the House concur in the Senate amendment to CSHB 111(Trsp)am, thus adopting SCS CSHB 111(Trsp)amS (page 2174), and recommended that the members vote yes.

The question being: "Shall the House concur in the Senate amendment to CSHB 111(Trsp)am?" The roll was taken with the following result:

SCS CSHB 111(TRSP)AMS CONCUR

Yeas: 36 Adams, Binkley, Cato, Clocksin,  
Collins, Cotten, Davis, Frank,  
Fuller, Furnace, Goll, Gruenberg,  
Grussendorf, Hanley, Herrmann,  
Jenkins, Koponen, Larson, Marrou,  
Martin, Miller, M.M., Navarre,  
Pearce, Pettyjohn, Phillips,  
Pignalberi, Pourchot, Rieger,  
Ringstad, Shultz, Sund, Szymanski,  
Taylor, Thompson, Uehling, Wallis

Nays: 0

Excused: 3 Boucher, Duncan, Hurley

Absent: 1 Miller, M.W.

And so, the House concurred in the Senate amendment to CSHB 111(Trsp)am, thus adopting:

SENATE COMMITTEE SUBSTITUTE FOR  
COMMITTEE SUBSTITUTE FOR HOUSE BILL NO.  
111 (Transportation) amended  
Relating to local service roads and  
trails; effective date.

SCS CSHB 111(Trsp)am

Representative Clocksin moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause. There being no objection, it was so ordered.

SCS CSHB 111(Trsp)am

SCS CSHB 111(Trsp)am was referred to the Chief Clerk for enrollment.

The Chief Clerk was instructed to so notify the Senate.

HCSSB 187(2d-Jud)

Representative Clocksin moved that the House recede from its amendment to SB 187 (adoption; effective date), namely HCSSB 187(2d Jud) (same title) (page 2244), and recommended that the members vote no.

The question being: "Shall the House recede from its amendment to SB 187?" The roll was taken with the following result:

## HCSSB 187(2D JUD) RECEDE

|          |    |   |
|----------|----|---|
| Yeas:    | 3  | Furnace, Martin, Thompson   |
| Nays:    | 32 | Adams, Binkley, Cato, Clocksin,<br>Collins, Cotten, Davis, Frank,<br>Fuller, Goll, Gruenberg,<br>Grussendorf, Hanley, Herrmann,<br>Koponen, Larson, Marrou,<br>Miller, M.M., Navarre, Pearce,<br>Pettyjohn, Phillips, Pignalberi,<br>Pourchot, Rieger, Ringstad,<br>Shultz, Sund, Szymanski, Taylor,<br>Uehling, Wallis |
| Excused: | 3  | Boucher, Duncan, Hurley   |
| Absent:  | 2  | Jenkins, Miller, M.W.   |

And so, the House failed to recede.

The Speaker appointed the following members to a CONFERENCE COMMITTEE to meet with a like committee from the Senate to consider the above bills:

Representative Gruenberg (Chairman)  
Representative Szymanski  
Representative Pettyjohn

The Chief Clerk was instructed to so notify the Senate.

HCR 56

A message dated March 20, 1986, was read stating the Governor has read the following resolution and is transmitting the engrossed and enrolled copies to the Lieutenant Governor's office for permanent filing:

HOUSE CONCURRENT RESOLUTION NO. 56  
Relating to the twentieth annual Boys' State.

Legislative Resolve No. 35

SC5HB 100(Res)

A message dated March 20, 1986, was read stating the Governor has signed the following bill and is transmitting the engrossed and enrolled copies to the Lieutenant Governor's office for permanent filing:

SENATE COMMITTEE SUBSTITUTE FOR HOUSE  
BILL NO. 100 (Resources)  
An Act relating to detention of vessels  
as security for oil-pollution damages;  
clarifying a definition relating to  
discharge of hazardous substances; and  
providing for an effective date.

Chapter No. 7, SLA 1986

~~SCS CSHP 111(Trap)AMS~~ *file*

A message dated March 20, 1986, was read stating the Governor has signed the following bill and is transmitting the engrossed and enrolled copies to the Lieutenant Governor's office for permanent filing:

SENATE COMMITTEE SUBSTITUTE FOR  
COMMITTEE SUBSTITUTE FOR HOUSE BILL  
NO. 111 (Transportation) amended Senate  
An Act relating to local service roads  
and trails; and providing for an  
effective date.

~~Chapter No. 5, SLA 1986~~

~~SCS CSHP 240(Trap)~~ *file*

A message dated March 20, 1986, was read stating the Governor has signed the following bill and is transmitting the engrossed and enrolled copies to the Lieutenant Governor's office for permanent filing:

LOCAL SERVICE ROADS AND TRAILS PROGRAM

FUNDING STATUS February 26, 1985

| <u>PROGRAM NUMBER</u> | <u>PROGRAM NAME</u> | <u>COLLOCATION CODE</u> | <u>UNPROGRAMMED FUNDS</u> | <u>UNPROGRAMMED FUNDS PER FISCAL YEAR</u> |
|-----------------------|---------------------|-------------------------|---------------------------|---|
|-----------------------|---------------------|-------------------------|---------------------------|---|

CENTRAL REGION

|        |                              |             |         |              |
|--------|------------------------------|-------------|---------|--------------|
| M11018 | Ch 118/80 LSR&T (Central)    | 24-81-1-325 | 3,098   | -----3,098   |
| M11017 | Ch 24/84 LSR&T Dist. 1       | 24-81-1-439 | 765,559 |              |
| M11015 | Ch 24/84 LSR&T Dist. 4 South | 24-81-1-440 | 189,616 | -----985,632 |
| M11016 | CH 24/84 LSR&T Dist. 5 South | 24-81-1-441 | 30,457  |              |
| M11012 | Ch 94/83 LSR&T Dist. 1       | 24-81-1-560 | 578,576 |              |
| M11014 | Ch 94/83 LSR&T Dist. 4 South | 24-81-1-561 | 407     | -----639,897 |
| M11013 | Ch 94/83 LSR&T Dist. 5 South | 24-81-1-562 | 60,914  |              |

Central Region total 1,628,627

NORTHERN REGION

|        |  |             |         |              |
|--------|--|-------------|---------|--------------|
| M21003 | Ch 118/80 LSR&T (Interior)               | 24-81-2-416 | 7,525   | -----57,146  |
| M21004 | Ch 118/80 LSR&T (Western)                | 24-81-2-417 | 49,621  |              |
| M21007 | Ch 24/84 LSR&T Dist. 2                   | 24-81-2-524 | 759,168 | ---1,202,965 |
| M21008 | Ch 24/84 LSR&T Dist. 4 North             | 24-81-2-525 | 443,797 |              |
| M21011 | Ch 94/83 LSR&T Dist. 2                   | 24-81-2-632 | 122,983 | -----392,576 |
| M21012 | Ch 94/83 LSR&T Dist. 4 North             | 24-81-2-633 | 269,593 |              |
| M21019 | LSR&T Legislative Grant to FNSB Ch 80/79 | 24-80-2-104 | 111,353 | -----111,353 |

Northern Region total 1,764,040

SOUTHEASTERN REGION

|        |                        |             |         |              |
|--------|------------------------|-------------|---------|--------------|
| M31001 | Ch 24/84 LSR&T Dist. 3 | 24-81-3-372 | 355,082 | -----355,082 |
|--------|------------------------|-------------|---------|--------------|

Southeastern Region total 355,082

Fiscal Year Summary:

|        |           |
|--------|-----------|
| *FY'80 | 171,597   |
| FY'83  | 1,032,473 |
| FY'84  | 2,543,679 |

\*includes 111,353 from special grant

GRAND TOTAL ----> 3,747,749

STP 77  
FILE  
11011

## LOCAL SERVICE ROADS AND TRAILS PROGRAM

### PRIMARY FUNCTIONS

The LSR&T program was established by the State Legislature in 1971 to provide for special needs to "bush" communities, rural communities and communities both within and outside of organized boroughs.

LSR&T was designed to aid communities in accomplishing projects that do not have the financial means nor the technical expertise to achieve alone. These projects were to be in the nature of roads, trails, bridges and board walks specifically. Special exceptions are considered and granted if justification is sufficient.

The scope of LSR&T is basically three-fold. This is particularly true for "bush" projects. It provides:

1. Needed projects to communities that have not the capabilities of accomplishing alone.
2. A source of training for construction work by employing local residents as laborers and equipment operators.
3. Provides supplemental income to communities that are single-income or subsistence oriented.

PROJECT LIMITATION:

Local Service projects are confined to roads which are not part of the primary federal-aid system and are not the responsibility of corporate units or private individuals but are dedicated to public use. These projects cover wide ranging road needs. They include State recreation routes, connections between outlying villages and airports, villages and canneries, villages and port facilities, short routes needed to better

integrate subdivision roads and State highways, and improvements to existing roads.

## HOUSE BILLS IN SECOND READING

HB 111

SENATE CS FOR CS FOR HOUSE BILL NO. 111 (TRSP) (local service roads and trails; efd) which was held from February 11 was before the Senate in second reading with Amendment No. 1 offered (page 1798).

Senator Kerttula moved and asked unanimous consent for the adoption of Amendment No. 1. Without objection, Amendment No. 1 was adopted.

Senator Halford moved and asked unanimous consent that SENATE CS FOR CS FOR HOUSE BILL NO. 111 (TRSP) am S be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

SENATE CS FOR CS FOR HOUSE BILL NO. 111 (TRSP) am S was read the third time.

The question being: "Shall SENATE CS FOR CS FOR HOUSE BILL NO. 111 (TRSP) am S (local service roads and trails; efd) pass the Senate?" The roll was taken with the following result:

SCSCSHB 111 TRSP AM S 3rd

Yeas: 17 Abood, Bennett, Coghill, DeVries,  
Eliason, Fahrenkamp, Faiks,  
Ferguson, Fischer Vic, Josephson,  
Kelly, Kerttula, Ray, Rodey,  
Sackett, Sturgulewski, Zharoff

Nays: 1 Halford

Excused: 2 Fischer Paul, Ziegler

and so, SENATE CS FOR CS FOR HOUSE BILL NO. 111 (TRSP) am S passed the Senate.

Senator Halford moved and asked unanimous consent that the vote on the passage of the bill be considered the vote on the effective date clause. Without objection, it was so ordered.

SENATE CS FOR CS FOR HOUSE BILL NO. 111 (TRSP) am S was referred to the Secretary for engrossment.

SB 330 cont'd

Senator Halford moved and asked unanimous consent that the vote on the passage of the bill be considered the vote on the effective date clause. Without objection, it was so ordered.

SENATE BILL NO. 330 was referred to the Secretary for engrossment.

## SECOND READING OF HOUSE BILLS

HR 118

CS FOR HOUSE BILL NO. 118 (JUD) (small claims, and the duties of magistrates; efd, was read the second time.

Senator Halford moved and asked unanimous consent that CS FOR HOUSE BILL NO. 118 (JUD) be advanced to third reading and placed on final passage. Without objection, it was so ordered.

CS FOR HOUSE BILL NO. 118 (JUD) was read the third time.

The question being: "Shall CS FOR HOUSE BILL NO. 118 (JUD) (small claims, and the duties of magistrates; efd) pass the Senate?" The roll was taken with the following result:

CSHB 118 JUD 3RD

|       |    |   |
|-------|----|---|
| Yeas: | 18 | Abood, Bennett, Coghill, DeVries,<br>Eliason, Fahrenkamp, Faiks,<br>Ferguson, Fischer Vic, Halford,<br>Josephson, Kelly, Kerttula, Ray,<br>Rodey, Sackett, Sturgulewski,<br>Zharoff |
|-------|----|---|

|       |   |  |
|-------|---|--|
| Nays: | 0 |  |
|-------|---|--|

|          |   |                       |
|----------|---|-----------------------|
| Excused: | 2 | Fischer Paul, Ziegler |
|----------|---|-----------------------|

and so, CS FOR HOUSE BILL NO. 118 (JUD) passed the Senate.

Senator Halford moved and asked unanimous consent that the vote on the passage of the bill be considered the vote on the effective date clause. Without objection, it was so ordered.

CS FOR HOUSE BILL NO. 118 (JUD) was signed by the President and Secretary and returned to the House.

The message also stated the Senate has approved the following citations and they are being enrolled:

Honoring - North Mountain View Improvement  
Committee

Honoring - Lars Eide

Honoring - Village Public Safety Officers  
Program Graduates

In Memoriam - Jan Butrovich Evans

In Memoriam - Cyril A. Coyne

CSHB 111(Trsp)am

A message dated February 18, 1986, was read stating the Senate has passed COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 111 (Transportation) amended (relating to local service roads and trails; effective date) with the following amendment:

SENATE COMMITTEE SUBSTITUTE FOR  
COMMITTEE SUBSTITUTE FOR HOUSE BILL  
NO. 111 (Transportation) amended Senate  
(same title)

and so, SCS CSHB 111(Trsp)amS is transmitted for consideration.

CSHB 111(Trsp)am will be taken up under Unfinished Business.

CSHB 118(Jud)

A message dated February 18, 1986, was read stating the Senate has passed:

COMMITTEE SUBSTITUTE FOR HOUSE BILL  
NO. 118 (Judiciary)  
Relating to small claims, and the duties  
of magistrates; effective date.

CSHB 118(Jud) was referred to the Chief Clerk for enrollment.

A message dated February 18, 1986, was read stating the Senate has passed the following and it is transmitted for consideration:

HB 676

AS 23.40.210 is amended in sec. 1 of the bill to prohibit negotiations for any collective bargaining provision that conflicts with the bill's new AS 39.27.013. The bill does not alter any existing collective bargaining agreements. All existing agreements expire at the end of this calendar year.

Section 2 of the bill creates a new section, AS 39.27.013, that provides for employees whose positions are being moved to a higher pay range to be placed at the lowest step in the higher range that does not result in a decrease in pay. This method of step placement would be statutorily required only for initial implementation of this study, not permanently. It will supersede personnel rules that provide for a different method of step placement for employees.

This legislation provides the opportunity for the State of Alaska to fulfill the obligations identified as a result of the classification study, while it mitigates the financial and personal impacts. The study is certain to cause a number of questions and challenges to the system proposed.

We must keep in mind, however, that this bill would bring to a close a very difficult situation. This is no easy task, and there are no easy answers.

Sincerely,

/s/

Bill Sheffield  
Governor"

HB 679

The Governor's Office withdrew one of three fiscal notes (page 2158) for HOUSE BILL NO. 679 (relating to the purchase of Alaska products; effective date) and that fiscal note was not printed in House Journal Supplement No 87.

MESSAG.S FROM THE SENATE

A message dated February 18, 1986, was read stating the Senate has approved the following citation and it is transmitted for consideration:

Honoring - Bill Cooper  
by Senators Bennett and Fahrenkamp

The citation was referred to the Rules Committee for placement on the calendar.

## SPECIAL ORDERS

Senator Eliason moved and asked unanimous consent that he be excused from the Senate, not subject to a call, on February 24. Without objection, Senator Eliason was excused.

Senator Josephson move and asked unanimous consent that he be excused from a call of the Senate on February 24. Without objection, Senator Josephson was excused.

## ENGROSSMENT

SB 330

SENATE BILL NO. 330 was engrossed, signed by the President and Secretary and transmitted to the House for consideration.

HB 111

SENATE CS FOR CS FOR HOUSE BILL NO. 111 (TRSP) am S was engrossed, signed by the President and Secretary and returned to the House for consideration.

## ADJOURNMENT

Senator Halford moved and asked unanimous consent that the Senate adjourn until 11:00 a.m., February 19, 1986. Without objection, the Senate adjourned at 12:01 p.m.

Peggy Mulligan  
Secretary of the Senate

February 1986

## CITATIONS

- Honoring - Bill Cooper  
by Senators Bennett and Fahrenkamp
- Honoring - North Mountain View Improvement  
Committee  
by Representatives Martin, Uehling, Pourchot,  
and Hanley  
Senators Vic Fischer and Josephson
- Honoring - Lars Eide  
by Representatives Taylor, Sund and Hurley  
Senators Ziegler and Eliason
- Honoring - Village Public Safety Officers  
Program Graduates  
by Representatives Binkley, Herrmann, Fuller  
and Wallis  
Senators Sackett, Eliason, Ferguson, Zharoff  
and DeVries
- In Memoriam - Jan Butrovich Evans  
by Representatives Ringstad, Frank, M.W. Miller,  
Davis, Koponen and Hurley  
Senators Bennett, Coghil, Fahrenkamp, Ziegler,  
Vic Fischer, Kerttula, Ferguson, Sturgulewski,  
Sackett, Josephson, Ray, Eliason, Abood,  
DeVries, Faiks, Paul Fischer, Halford, Kelly,  
Rodey and Zharoff
- In Memoriam - Cyril A. Coyne  
by Representatives Goll, M.M. Miller and Duncan  
Senators Vic Fischer, Ray, Sturgulewski and  
Eliason

## UNFINISHED BUSINESS

SB 413

Senator Sturgulewski moved and asked unanimous consent that she be added as a co-sponsor on SENATE BILL NO. 413 (illegally controlled enterprises and the forfeiture of property that is used in violation of state law; efd). Without objection, it was so ordered.

## ANNOUNCEMENTS

Announcements appear at the end of the journal.

COMMITTEE REPORT  
HOUSE

3/15

( 7 )

FURTHER: RESOURCES

1/25/85

Date: \_\_\_\_\_

The Committee on TRANSPORTATION has had HB 111

"An Act relating to local service roads and trails; and providing for an effective date."

under consideration and recommends:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for HB 111  same title  
 new title
- and recommends it to pass
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation  Zero Fiscal Note Attached
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

[Signature]

[Signature]

[Signature]

[Signature]

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

[Signature]

\_\_\_\_\_

CHAIRMAN

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
Local Service Roads & Trails

DISTRIBUTION FORMULA  
COMPARISONS  
(Not reflecting first class cities)

Present  
5-District  
Concept  
50% Pop.  
50% Area

Proposed  
3-Region  
Concept  
50% Pop.  
50% Area

| LOCATION                     | POPULATION | AREA    | AMOUNT    | AMOUNT    |
|------------------------------|------------|---------|-----------|-----------|
| STATE OF ALASKA              | 401,851    | 586,499 | 7,000,000 | 7,000,000 |
| REGION 1                     | 259,895    | 206,157 | 3,493,872 | 3,493,872 |
| MUNICIPALITY OF ANCHORAGE    | 174,431    | 1,884   | 918,385   | 1,188,437 |
| KENAI PEN BOROUGH            | 25,282     | 14,692  | 400,165   | 257,984   |
| CITY OF KENAI                | 4,324      | 32      | 39,553    | 25,499    |
| CITY OF SEWARD               | 1,843      | 22      | 16,988    | 10,952    |
| KODIAK ISLAND BOROUGH        | 9,939      | 5,440   | 130,821   | 85,870    |
| CITY OF KODIAK               | 4,756      | 2       | 41,186    | 27,034    |
| MAT-SU BOROUGH               | 17,816     | 20,544  | 517,406   | 276,155   |
| CITY OF PALMER               | 2,141      | 4       | 33,134    | 17,684    |
| CITY OF CORDOVA              | 1,879      | 7       | 24,709    | 12,689    |
| BRISTOL BAY BOROUGH          | 1,094      | 1,200   | 25,614    | 17,522    |
| UNORGANIZED BOROUGH 1        | 29,454     | 162,390 | 1,345,911 | 1,574,043 |
| REGION 2                     | 88,063     | 339,996 | 2,795,967 | 2,795,967 |
| FAIRBANKS NORTH STAR BOROUGH | 53,983     | 7,500   | 565,453   | 693,691   |
| CITY OF FAIRBANKS            | 22,645     | 30      | 153,235   | 187,986   |
| CITY OF NORTH POLE           | 724        | 3       | 4,998     | 6,131     |
| NORTH SLOPE BOROUGH          | 4,199      | 88,281  | 454,994   | 429,649   |
| CITY OF NENANA               | 470        | 9       | 6,046     | 7,498     |
| CITY OF VALDEZ               | 3,079      | 274     | 68,307    | 50,005    |
| UNORGANIZED BOROUGH 2        | 26,332     | 243,932 | 1,542,934 | 1,421,007 |
| REGION 3                     | 53,893     | 40,346  | 710,161   | 710,161   |
| CITY AND BOROUGH OF JUNEAU   | 19,528     | 3,100   | 155,945   | 155,945   |
| CITY AND BOROUGH OF SITKA    | 7,803      | 2,900   | 76,934    | 76,934    |
| HAINES BOROUGH               | 1,680      | 2,620   | 34,127    | 34,127    |
| KETCHIKAN GATEWAY BOROUGH    | 11,316     | 1,250   | 58,278    | 58,278    |
| CITY OF KETCHIKAN            | 7,198      | 2       | 27,280    | 27,280    |
| CITY OF PETERSBURG           | 2,821      | 46      | 18,991    | 18,991    |
| CITY OF WRANGELL             | 2,184      | 43      | 14,768    | 14,768    |
| UNORGANIZED BOROUGH 3        | 8,561      | 30,387  | 323,838   | 323,838   |

Original sponsor: Rules/Governor

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE  
2 CS FOR HOUSE BILL NO. 111 (Transportation)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to local service roads and trails;  
7 and providing for an effective date."

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

9 \* Section 1. AS 19.30.131(c) is amended to read:

TAKE OUT  
FIRST CLASS -  
AS IT WAS  
BEFORE 1981

10 (c) The commissioner shall also further allocate portions of the  
11 sum allocated to any borough, either organized or unorganized, and to  
12 any home rule [OR FIRST CLASS] city within the borough in the follow-  
13 ing manner:

14 (1) one-half in the ratio which the area of each home rule  
15 [OR FIRST CLASS] city bears to the total area of the borough excluding  
16 salt water areas; and

17 (2) one-half in the ratio which the population of each home  
18 rule [OR FIRST CLASS] city bears to the total population of the bor-  
19 ough as shown by the latest available federal census.

20 \* Sec. 2. AS 19.30.141 is amended to read:

21 Sec. 19.30.141. ACQUISITION AND CONSTRUCTION PROGRAMS. Before  
22 October 1 of each fiscal year each local government eligible for  
23 allocation of funds under AS 19.30.131 shall submit to the commis-  
24 sioner for approval a five-year plan for the acquisition and construc-  
25 tion of local service roads and trails. Before December 1 of each  
26 fiscal year the commissioner shall submit to the governor a five-year  
27 plan for the acquisition and construction of local service roads and  
28 trails, including the approved local government programs. An or-  
29 ganized borough shall include in its five-year plan local service road

1 acquisition and construction programs for all cities other than home  
2 rule [AND FIRST CLASS] cities within the boundaries of the borough.  
3 The commissioner shall include in the [HIS] five-year plan local  
4 service road and trail acquisition and construction within the unor-  
5 ganized borough.

6 \* Sec. 3. AS 19.30.161 is amended to read:

7 Sec. 19.30.161. DESIGN STANDARDS, RIGHTS-OF-WAY AND WIDTHS.  
8 Design standards, rights-of-way and widths for each local service road  
9 and trail project must [SHALL] have the prior approval of the commis-  
10 sioner, unless the project is under the supervision of a local govern-  
11 ment that has assumed local road powers. If the project is under the  
12 supervision of a local government that has assumed road powers, and  
13 the project is not located on a federal-aid secondary route, design  
14 standards, rights-of-way and widths shall be established by the local  
15 government. If a project under the supervision of a local government  
16 that has assumed road powers is located on a federal-aid secondary  
17 route, design standards, rights-of-way, and widths must have the prior  
18 approval of the commissioner.

19 \* Sec. 4. AS 19.30.241(3) is amended to read:

20 (3) "local government" means an organized borough of any  
21 class, a unified municipality organized under AS 29.68.240 - 29.68.-  
22 440, [A HOME RULE CITY,] or a city of any [THE FIRST] class;

23 \* Sec. 5. AS 19.30.241(4) is amended to read:

24 (4) "local service road" means a public road that is used  
25 by an average of fewer than 750 vehicles each day and that [WHICH] is  
26 not designated as a route on the approved primary, urban, or inter-  
27 state federal-aid highway system;

28 \* Sec. 6. This Act takes effect immediately in accordance with AS 01.-

29 10.070(c).