

LEG. FINANCE - BILLS 1977 - 1978 899

SB 107 cont., thru SB 109

B. **Unorganized land status.**
Considerable time will pass prior to the conveying of title to native corporation selections, prior to transfer of authority over national system (D-2) lands, and prior to patenting of State selections. During this time, such lands are under the interim management of BLM. Currently, it is not clear what the various interim management arrangements are or whether they may be advantageous to the State. To the extent that land use should determine transportation policies and needs, and the reverse, a decision on land use should occur early in the life of interim management arrangements. Further, by maintaining a limited use status on the land, the State holds an unaccepted bargaining chip with which to influence decision on interim management.

C. **National system (D-2) lands.**
The Yukon-Charley Road lies near some of the ANSA (D-2) withdrawals, notably gates of the Arctic Park withdrawal, and potentially influences most of the withdrawals north of the Yukon. Some of the related D-2 bills or positions, particularly the State's, feature cooperative management zones, as well as provisions for various kinds of Federal-State private coordination, presenting opportunities for State participation in national system land management. Any prescription of regional land management options by a major transportation decision could limit the State's effectiveness in influencing a final congressional determination of the D-2 issue and in working within an existing system of cooperative management.

D. **Zoning particularly in the unorganized through.**
The Alaska Division of Lands has this authority by statute, but it has not yet been implemented by regulation. Time and expertise will determine how this statute may be used effectively as a flexible device to give Alaskans in the unorganized through some control over the use of the land on which they depend, beyond the boundaries of State lands, roads and pipelines. In road areas of the State, this opportunity will be limited by existing patterns of land use, including transportation. In the unorganized through north of the Yukon, the rural residents will still have some opportunity of a long transportation route their preferred land use, if in the meantime a regulation to allow to unrestricted use is avoided for now.

This is especially relevant to several communities located within a reasonable distance of the road. Residents of these communities (Chitina, Zambardo Pass, etc.) have not yet been directly impacted by the road and have not provided a clear indication of their preference for the road. Preliminary indications have varied but at least some residents of these villages have expressed a desire to remain unconnected to the road and encouraged continued limited access.

E. **Extent of direct State land use control.**
The State of Alaska has a large portion of the land selected withdrawal bill to select, and has until 1974 to do so. At the present time, selections may be made essentially only on Federal public domain under "old" (classification and public interest) lands. However, even native

selections have been determined and the national system boundaries fixed, remaining lands within the original native and D-2 allotments may become selectable by the State, enlarging the field of choice. For this reason, it is the recommendation of the J-50FC and the policy of the State to proceed with deliberation on selections, leaving some of them to be made later within this broadened field of choice.

The problem presented is that it cannot be known at this time just where and to what extent these later selections may be made. One cannot determine how much control the State would have over land affected by the Rail Road without knowing how much of this land it would own. Nor can estimates be made of management costs to the State, for the same reason. Any cost/benefit analysis of various Rail Road use alternatives must recognize that management responsibilities ("benefits") and management responsibilities ("costs") are dependent on the land eventually owned by the State, and are thus not clearly identifiable at this time. This is particularly relevant since certain real use options (unlimited public access) would place large costs on the Alaskan citizen.

- F. Disparity between State and Federal interests; disproportionate costs ("fingerprints") from resource development.
BIA will probably retain management authority over much of the pipeline corridor, and of unallotted lands of D-2 and native allotments. While Federal and State objectives for these lands may be similar, and while sympathetic BIA managers will attempt to represent an Alaskan viewpoint, it must be stressed that BIA management will reflect Federal interests. Insofar as impact costs of some resource development will fall disproportionately on the State, the Federal government cannot be expected to be as restrictive as the State about development that would incur social, economic, and governmental service costs. In order to maintain both State and Federal ownership, resource development conflicts are inevitable, and could be decided by the entity which controls access.
- G. Future utility use of the corridor area.
Issues related to the future utility use of the pipeline corridor involve such important questions as: whether or not a trans-Alaska gas pipeline will be built and what future utility use will be made of the corridor. The interim policy will have to incorporate a limited use approach which would be compatible with road requirements for construction of the trans-Alaska gas pipeline. The interim policy will also allow time for consideration of other potential utility uses of the corridor and how to handle the problems they will create. These could involve decisions regarding everything from an intra-state gas pipeline using state royalty gas, to large oil pipelines, to other efficient transportation options such as railroad, subway or BRT.

II. Description of Interim Trail Road Policy.

The purpose of the Interim Trail Road Policy is to give the people of Alaska time to resolve several issues which have a direct bearing on the appropriate use of the Trail Road and lands in adjacent regions. Through resolution of these issues, Alaskans will have an opportunity to consider and plan the role they want the Trail Road to play in the future of the state and especially northern Alaska. To provide for the development of this opportunity, the Interim Trail Road policy must provide for road uses which will not eliminate major road, land and resource use options in the northern region of the state. The duration of the Interim policy will be determined by the resolution of the issues discussed in Section I.

An interim management policy of expanding road use to generally support natural resource development under controlled conditions complements the objectives of the interim policy. Additional road uses which would encourage large numbers of people to come into the northern portion of the state within a short period of time and the accompanying residential and commercial development would not be consistent with these objectives. A cautious permit system would be necessary to successfully implement this policy. Due to the implementation of a resource development policy, the costs of road maintenance and control should be paid by resource developers through a permit fee process rather than by the Alaskan people.

A. Definition and Description of Interim Trail Road Uses.

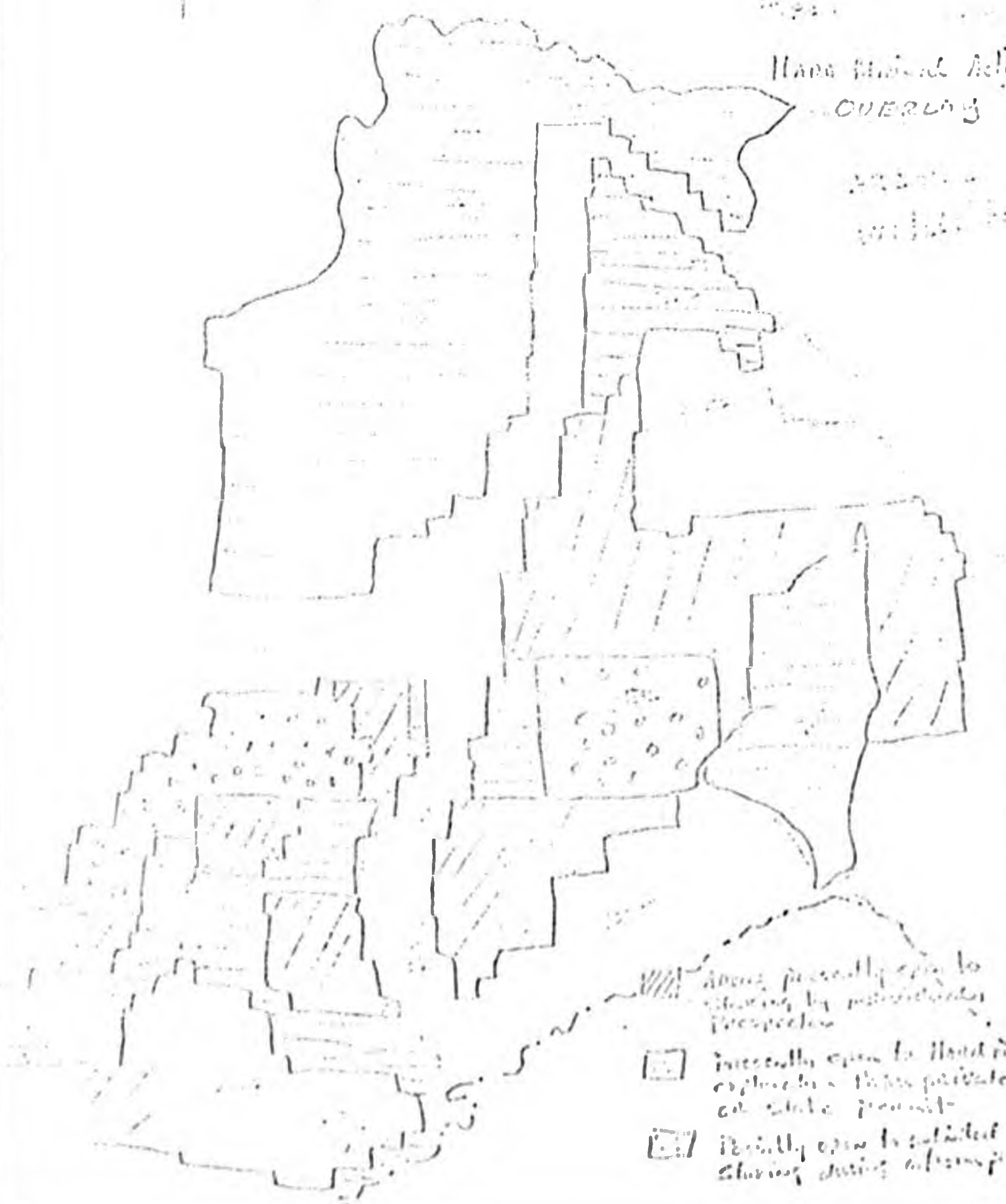
1. Expanded natural resource development uses.




Trail - The interim period the road could be used to support natural resource development activities. The current road use is almost exclusively limited to oil resource development activities. The interim policy would expand Trail Road use to support land mineral and other appropriate resource developments.

In all cases, road use by a particular party would be accompanied by appropriate operating conditions. With the exception of the petroleum industry, road use will be limited to natural resource use and extraction but will not include exploration and prospecting activities. Oil exploration activities require heavy vehicle equipment and involve less road use which can be simply controlled. However, allowing road use for exploration and prospecting purposes would be essentially equivalent to opening the road to public use. Due to the large number of people who may consider themselves prospectors, the impact on the state accessible from the road and the difficulties in controlling such a large number of users precludes general resource exploration or prospecting as part of the interim policy. Such activities have been successfully carried out in the past without use of the road since required equipment can be flown in by air. Allowing use of the road for mineral extraction will itself encourage increased mineral development activity despite not using the road for exploratory activities.

STATE OF TEXAS
COUNTY OF [unclear]

HARRIS COUNTY
OVERLAY



-  Areas presently open to drilling by individual operators
-  Generally open to hydraulic fracturing
-  Generally open to hydraulic fracturing during oilfield development

- B. Forfeiture of a permit system.
A permit system will be needed to implement the Interim Fuel Road policy. Permits will be required to guarantee that legitimate resource development use is maintained; that no state (public) costs are associated with any aspect of the development, and to apportion any public costs incurred (road maintenance, etc.) to the various road users.

MEMORANDUM


State of Alaska

TO: Gene Hanna, Division Engineer
Federal Highway Administration

DATE: December 5, 1973

FILE NO: 00-2516

SUBJECT: Yukon River Bridge

FROM: 
Charles S. Matlock
Deputy Commissioner
Department of Highways

In answer to your questions concerning the State's agreement with Alyeska Pipeline Service Co., following are basic provisions:

1. The State will construct and maintain the bridge.
2. Alyeska will install and maintain the pipeline.
3. Alyeska will construct the approach roadways up to both bridge abutments.
4. Alyeska will be allowed access to maintain the pipeline subject to the State's regulations for traffic control. A utility permit is required by the State.
5. No structural modifications may be made without the State's approval.
6. Alyeska holds the State harmless from any liabilities, etc. arising from Alyeska's work.
7. The bridge is the sole property of the State.

The present approach road from Livengood to the Yukon River is under the control of the State. However, realignment just north of the Yukon River will be done by the State with full reimbursement by Alyeska on state-acquired right-of-way. (The entire highway to Prudhoe Bay will be a State highway and may be opened for use by the public at such times as the State determines it is safe to do so.)

I am sure this should answer your concerns.

CSM:cc

cc: Chief Design Engineer
Advanced Planning
Right of Way Director

make not to open the roadway to the general public, it will be the position of this office that the State of Alaska must reimburse the Federal Government for the Federal funds expended on the route. As noted above, there is a substantial amount of funds involved, and we believe the reimbursement of Federal funds expended should be a significant consideration in arriving at a decision in this matter.

Gene A. Hanna
Gene A. Hanna

cc:

Mr. L. E. Giesher, Term. Admin., Portland
Governor's Office, Juneau

Gov. Swenson, DOT Secretarial Rep., Seattle

UNITED STATES GOVERNMENT

Memorandum



DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: December 19, 1975

In reply
refer to: 100280

SUBJECT: 175 Route No. 681, North Slope Highway

TO: Division Administrator /
Juneau, Alaska

FROM: Mr. Walter B. Parker, Commissioner
Department of Highways
Juneau, Alaska



Recent news releases and other public statements made by the Administration indicate that serious thought is being given to not opening the North Slope haul road to public traffic after completion of the pipeline. We believe it appropriate to present our position so that it may be considered along with other factors in arriving at the final decision.

At the present time, there are approximately \$27 million of Federal funds committed to this project. Three million dollars of these funds were programmed for the Department of Highways' responsibilities in surveillance of the construction of the roadway, and the balance was used in the construction of the Yukon River Bridge. The stipulations made at the time this route was placed on the FHWA system and Federal funds were committed to the project were the assurances by the State that the completed roadway would be maintained by the State and would be open for the use of the general public. In addition, there was a need for the State and FHWA to ensure themselves that the roadway was constructed to a Federal-aid standard that would minimize maintenance and/or reconstruction costs after the State accepted the roadway from the pipeline company. The commitment and intention of the State are contained in former Deputy Commissioner Mallock's memorandum to me of December 5, 1973. Further, the agreement between the State and Alyeska concerning the timing of the State assuming responsibility of the highway and opening it to the public is contained in the construction agreement between the State of Alaska and Alyeska Pipeline Service Company dated June 11, 1971.

Although we recognize the prerogative of the State to close the roadway for the general public's use, the previous commitments made by the State in order to qualify the project for Federal funding must be considered. Accordingly, in the event that the ultimate decision is

-more-

STATE
of ALASKA

MEMORANDUM

TO: Gene A. Hanna
Division Administrator
Federal Highway Administration

DATE: January 20, 1976

FROM: Walter B. Parker
Commissioner
Department of HighwaysSUBJECT: 00-2505
North Slope Haul Road
FAS Route No. 681

Your memo of December 19, 1975 stating the federal position on the subject route has received careful attention. I do not believe that the federal position and the State position are as far apart as the recent publicity generated by your memorandum would indicate.

The State of Alaska has never contended that the Yukon River Bridge would not be open to the public. The \$24 million of federal-aid funds which were committed to this bridge make this position self-evident and not truly subject to debate.

The State of Alaska presently accounts for some \$942,000 of federal-aid funds expended on FAS Route No. 681 north of the Yukon. We realize that these funds would indicate that the North Slope Haul Road must be open to the public if the federal government were not reimbursed in this amount. However, we do claim that within this structure the State has a wide range of options in opening the road.

We have made it quite clear in our presentations before the Alaska Growth Council and other bodies that the State is searching for the best possible match between the utilization of route 681 and the land use management programs instituted by the federal and State government north of the Yukon. It is our feeling that if governmental planning is to have any real meaning, these two must go hand in hand.

Finally, we do not accept that the construction agreement between the State of Alaska and Alyeska Pipeline Service Company dated June 11, 1971 commits the State of Alaska to any particular level of expenditure on maintaining the road. Alyeska Pipeline Service Company is committed to turning the road over to the State with the requirements of the agreement met. Substantially, this means that the road will be constructed to federal-aid standards when accepted by the State of Alaska.

In summation, we are stating that the State must have the flexibility to consider options in opening the road, and we must consider the fiscal resources which are available for maintenance of the road.

Thank you for clearly stating the federal position. It will certainly be considered, along with many many other factors in arriving at the State's final decision on FAS Route No. 681.

CC: Jessie Rodion, Governor's Office
WBP/tdh

STATE
of ALASKA

MEMORANDUM

10 11
Honorable John Huber
Alaska State Senator
Capitol Building

DATE February 13, 1976

10 11
Walter B. Parker
Commissioner
Department of Highways



00-2506
SUBJECT North Slope Haul Road
FAS Route No. 681

Pursuant to your request during my recent testimony on SS 695, I have attached for your information IDHA Division Administrator Hanna's memo dated December 19, 1975 and my response dated January 20, 1976 concerning the North Slope Haul Road, FAS No. 681.

The attached memoranda illustrate both the Federal Highway Administration's and the Department of Highways' present position regarding the acceptance and maintenance of the haul road.

Please contact this office if additional information is desired.

Attachments

BBP/DC/ech

February 25, 1976

Mr. Walter B. Parker
Commissioner
Department of Highways
State of Alaska
Juneau, Alaska 99811

Dear Mr. Parker:

Thank you for sending me the material I requested concerning the Road to the North. I would also appreciate receiving a copy of the construction agreement between the State and Alyaska Pipeline Service Company dated June 11, 1971.

I would also like to know if it is the intention of the Department of Highways to recommend that the Road to the North be an open public highway, or not.

Sincerely,

John Haber

MEMORANDUM

November 30, 1976

SUBJECT: North Slope Haul Road (Work Order #2793)

TO: Senator John Huber

FROM: Richard A. Bradley
Legislative Counsel

Your request for a bill to deal with the North Slope Haul Road has been reviewed. Because the issues you raise are discussed in the Department of Law's opinion to Bob LaLesche, director of the division of policy development and planning, dated September 7, 1976, that opinion was also reviewed.

(1) Your first request was that the "North Slope Haul Road ... become part of the state highway system.

The opinion notes:

On December 5, 1971, the route of the Haul Road from Livengood, Alaska to Prospect Creek was placed by the Federal Highway Administration ("FHWA") on the Federal Aid Highway System as a secondary highway route designated as FAS-651. This system is established and governed by Title 23, United States Code and the corresponding Title of the Code of Federal Regulations. On March 8, 1974, the route of FAS-651 was extended from Prospect Creek (the intersection of FAS-145 to Nome) to Prudhoe Bay, Alaska. The placement of the route on the Federal Aid System made it eligible for the expenditure of funds from the Federal Highway Administration. Opinion of the Attorney General, supra, at page 11.

The state then proceeded to enter into "project agreements" with FHWA for the construction of the Yukon River Bridge and for other activities related directly to the road. As part of these "project agreements," the state agreed to the following provision:

Senator John Huber
November 30, 1976
Page #2

12. MAINTENANCE. The state highway department will maintain ... the project covered by this agreement (see also 23 U.S.C. § 116) Opinion of the Attorney General, supra, at page 13.

The agreements with Alyeska are consistent that a "state highway" be constructed. The opinion quotes a February, 1974 construction agreement that the state would build and maintain as part of the state highway system a part of the road.

In a conversation with Peter Froehlich, Assistance Attorney General, one of the authors of the opinion, he advised that while the haul road may not technically be now a part of the "state highway system" (primarily because it has not been "accepted" by the state), the logic of the agreements and the public posture of the state over the last seven years or so is that it will inevitably become part of the state highway system, on acceptance, without the need for legislative act.

(7) Your second request was that the highway department be authorized to close it as it determines advisable.

The opinion, supra, specifically concludes that "reasonable restrictions may be placed on the use of the haul road." This conclusion is based, in part, upon case law. The opinion notes that while courts often speak of the public's "right" to access to state highways, this "right of usage" is subject to the state's broad power to regulate and restrict usage in order to protect the public health, safety, and welfare." Supra, at page 22.

However, the legislature has also granted the commissioner of highways broad authority to control access (AS 19.05.050(b)) and to close highways (AS 19.10.100; AS 23.05.010(4); AS 23.05.020).

(8) Your third request was that if the highway is closed to the public, it may be utilized by private parties under contract, presumably to the commissioner of highways.

The opinion, supra, at page 30 and following discusses the question whether the costs of maintaining the road can be placed on its users.

It notes that 23 U.S.C. § 301 contains a prohibition of "tolls" on highways constructed under 23 U.S.C. The opinion focuses on the question arising out of the definition of

Senator John Huber
November 30, 1976
Page 23

"toll," and notes that several courts have concluded that certain fees were more akin to "taxes" than to "tolls." Apparently this approach has been particularly successful as it is applied to contract and common carriers, which put the heaviest demands on the road beds.

At the same time the opinion notes that application of a "tax" (or an approach similar in concept), to a single road could result in the conclusion that the fee is not founded on the state's taxing power (since it should be more uniform throughout the state) and is accordingly a toll.

The opinion, in fact, suggests that it might be desirable to impose a tax throughout the state which would "include those classes [of vehicles] which would impact most the Haul Road." Opinion at page 33.

"Thus a tax could be imposed on companies which used heavy equipment, or trucks upon the highways. Such taxes could be imposed and graduated on the basis of mileage, weight, type of vehicle, or other classification as long as the classification had a rational basis."

(4) Your last request was that the division of lands make lands available for commercial facilities to serve the travelling public.

The opinion notes (at page 20) that the commissioner of highways possesses the authority to "regulate roadside development" AS 19.05.040(6).

To the extent that the lands are public lands of the state, my own judgment is that the Alaska Land Act, particularly AS 38.05.070-.105, would be more useful and would constitute an adequate source of existing authority to carry out your purpose of making lands available for commercial facilities.

To the extent that federal land (or Settlement Act lands) are involved, the question of their control, beyond the usual zoning concepts, is not presented.

Conclusion: My analysis of your request is that no legislation is required to respond to your instructions.

Should you wish us to draft a tariff act relative to heavy users, we will be pleased to do so.

RAB:smh

113.1

AMENDMENT TO CONSTRUCTION AGREEMENT

This Amendment to Construction Agreement made and entered into this 17th day of July, 1972 by and between the State of Alaska, hereinafter referred to as "State", acting by and through its Commissioner of Highways, hereinafter called the "Commissioner", and Alyeska Pipeline Service Company, a Delaware corporation, its successors and assigns, hereinafter referred to as "Contractor":

WITNESSETH:

WHEREAS, by Agreement dated June 11, 1971 the parties hereto entered into that certain Construction Agreement providing for construction by Contractor of a State highway in two segments, the first such segment from a point on the Livegood to Yukon Highway to the left bank of the Yukon River and the second such segment from the right bank of the Yukon River to Prudhoe Bay, Alaska which said Agreement was amended by that certain Supplemental Agreement dated August 3, 1971, and

WHEREAS, the parties hereto desire to further amend the said Construction Agreement dated June 11, 1971 as more fully hereinafter set forth;

NOW, THEREFORE, know all men by these presents, that the parties hereto, for and in consideration of the mutual covenants contained herein, do hereby amend that certain Construction Agreement between them dated June 11, 1971 as follows:

(1) Paragraph 4 of the said Agreement is amended to read as follows:

4. After completion of construction of each segment of the Highway and acceptance thereof by the State pursuant to Paragraph 10 of this Agreement, that segment will be open to use by the public under such regulations as the Commissioner may impose unless the Commissioner finds that such use will be hazardous to the public.


(2) Paragraph 10 of the said Agreement is amended to read as follows:

10. Upon written notice from the Contractor of the completion of the construction of the Highway or any segment thereof, the State will make an inspection of the Highway or such segment. If such construction is found completed in accordance with all terms and provisions of this Agreement, that inspection shall constitute the final inspection and the State will accept construction of the Highway or the segment or segments found to be so completed and shall notify the Contractor in writing of such acceptance as of the date of the final inspection. Thereafter, State shall maintain the portions of the Highway so accepted in accord with standards established by the Commissioner and Contractor shall have no further responsibility or obligation or liability of any kind under this Agreement with respect to the portions of the Highway so accepted, provided that Contractor shall be liable for the State to defray its actual, direct, out-of-pocket costs of such maintenance attributable to Contractor's use of the Highway until all segments of the Highway are accepted by the State and the Trans-Alaska pipeline is commissioned and first oil is transported therein from Prudhoe Bay to Valdez, Alaska. Such cost shall include no overhead or other indirect cost whatever and shall not exceed \$500,000 for any calendar year.

(3) In all other respects the said Construction Agreement shall continue in full force and effect, as amended by the said Supplemental Agreement and by the terms and provisions herein contained.

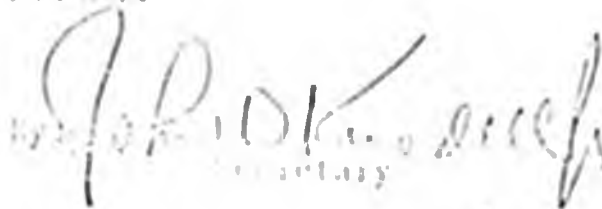
IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their authorized officers and their seals to be affixed hereto as of the day and date first written above.

STATE OF ALASKA

By: 
Commissioner of Highways

ALASKA PIPELINE SERVICE COMPANY

WITNESSES:


Secretary


President

ADDENDUM NUMBER 2

CONTRACTOR AGREEMENT

WHEREAS, under date of June 11, 1971, that certain "CONTRACTOR AGREEMENT" (TAPS/216) was entered into by and between the STATE OF ALASKA (hereinafter called State) and ALASKA PIPELINE SERVICE COMPANY, acting as agent for and on behalf of the Owners of the Trans Alaska Pipeline System (hereinafter called Contractor), pertaining to the construction of a highway from the north bank of the Yukon River to Prudhoe Bay, Alaska, reference being made to said Agreement for all purposes; and

WHEREAS, under dates of August 3, 1971 and July 17, 1972 said contracting parties amended said Agreement; and

WHEREAS, said contracting parties desire to further amend said Agreement;

NOW, THEREFORE, in consideration of mutual benefits of both parties, it is hereby agreed:

1. The following phrase in lines three through seven of paragraph 1 of the Agreement is hereby deleted:
generally described as follows:

- (1) From a point on the line, up to Yukon Highway approximately three miles north of the Yukon Radio Repeater Tower to the South Bank of the Yukon River and (2)

2. The following sentence in paragraph 1 of this Agreement is hereby deleted:

At the time this Agreement is executed by the parties hereto the said documents will describe only that part of the highway north of the Yukon River; however, as soon thereafter as practicable, the parties hereto shall supplement Exhibit A with a document or documents describing route alignment of that segment of the highway south of said River.

3. The fourth sentence in paragraph 5 of this Agreement is hereby deleted and the following is substituted therefor:

"Environmental Stipulations" means those stipulations contained in Exhibit A, entitled "Highway and Airport Stipulations", which is a part of the COOPERATIVE AGREEMENT BETWEEN UNITED STATES DEPARTMENT OF THE INTERIOR and STATE OF ALASKA regarding the PROPOSED YUKON ALASKA PIPELINE, dated January 3, 1974. Contractor shall include said Environmental Stipulations in all subcontracts at all times, for construction of the highway.

4. Paragraph 20 of this Agreement is hereby deleted and the and the following is substituted therefor:

20. With respect to the Dietrich Pass portion of the said Highway, State and Contractor agree that Contractor shall construct in accordance with:

the documents listed in Exhibit A attached hereto. Contractor's drawing numbers D-00-C307 and D-00-C308, incorporated herein by reference, describe the construction details for two (2) pipeline crossings of the Dietrich Pass portion of said Highway between Station 1390+00 and Station 1440+00 in Segment 4 - Extended. Contractor shall construct and maintain said pipeline crossings in accordance with construction details shown on these drawings. These drawings have been transmitted to the State. State agrees that in case of future realignment or other road construction in the Dietrich Pass portion of the Highway requiring changes in the Trans-Alaska Pipeline, determination based on the results of the change shall be made to determine who shall pay for the costs of the change.

5. Exhibit A to this Agreement dated June 11, 1971 is hereby deleted, and the Exhibit A dated June 1, 1973 attached hereto, is substituted therefor.
6. Except to the extent above modified and amended, said "CONTRACTOR'S AGREEMENT" is and shall remain in full force and effect as executed on June 11, 1971.

WITNESS the execution hereof by the parties hereto on of
this 23rd day of Sept 1974, same to extend to and be binding
upon said executing parties their respective successors and
assigns.

STATE OF ALASKA

BY

[Signature]
Commissioner of Highways

ALASKA PIPELINE SERVICE COMPANY
Acting as Agent for and on behalf of:

Amstar Alaska Corporation
ARCO Pipe Line Company
Exxon Pipeline Company
Mobil Alaska Pipeline Company
Phillips Petroleum Company
Sohio Pipe Line Company
Union Alaska Pipeline Company

BY

[Signature]
PETER DEBAY
Vice President

1. TRANSMISSION DRAWING - ROAD

A. DRAWING NO. B-103-01 - SHEET NO. 1
FROM DRAWING TO THIS OFFICE BY SHEET NO. 1

SHEET NO.

DESCRIPTION

DATE

1

2-28-29

3-30-31-32-34

4-33-35-36-37-41-

5-42

6-THRU 74

100 THRU 112

17 SHEETS

1 - B

3

B.

DRAWING NO. B-102-01 - SHEET NO. 2
FROM DRAWING TO SOUTH END OF RIVER (BY SHEET NO. 1)

SHEET NO.

DESCRIPTION

DATE

1

2-28

3-30-31-32-34

4-33-35-36-37-41-

5-42

6-THRU 74

100 THRU 112

17 SHEETS

2 - 41-42-43-44

TITLE & INDEX SHEET

LOCATION MAP

QUANTITY OF QUANTITIES

TYPICAL SECTIONS

PLAN & PROFILE SHEETS

AGGREGATE DETAILS

(B-00-C1131) THRU

(B-00-C1130)

(B-00-C1211 & B-00-C1212)

APRIL, 1974

MARCH, 1974

FEBRUARY, 1974

MARCH, 1974

MARCH, 1974

MARCH, 1974

JANUARY, 1974

DECEMBER, 1973

C. Drawing No. D-105-C1 - Segment No. 3
 South Fork Roanoke River to Snowden Creek (11 Sheets)

1	Title & Index Sheet	February, 1974
2-2a	Location Map	March, 1974
3-3a-3b-3c-3d-3e-3f	Summary of Quantities	March, 1974
4-4a-4b-4c-4d-4e-4f-4g	Typical Sections	March, 1974
5 thru 12 100 thru 120 14 Sheets	Plan & Profile Sheets Bridge Drawings Access Roads (D-00-C1141 thru D-00-C1150)	March, 1974 January, 1974 March, 1974
1	Buried Pipeline Crossing Details (D-00-C166)	January, 1974

D. Drawing No. D-106-C1 - Segment No. 4
 Snowden Creek to Central Divide (11 Sheets)

1	Title & Index Sheet	March, 1974
2-2a	Location Map	February, 1974
3-3a-3b-3c-3d	Summary of Quantities	March, 1974
4-4a-4b-4c-4d-4e-4f-4g-4h-4i	Typical Sections	March, 1974
5 thru 19 7 Sheets	Plan & Profile Sheets Access Roads (D-00-C1151 thru D-00-C1154)	March, 1974 March, 1974
1	Buried Pipeline Crossing Details (D-00-C1205)	January, 1974

E. Drawing No. D-107-C1 - Segment No. 5
 Central Divide to Collieth Lake (10 Sheets)

1	Title & Index Sheet	March, 1974
2	Location Map	March, 1974
3-3a-3b-3c-3d	Summary of Quantities	March, 1974
4-4a-4b-4c-4d-4e-4f-4g-4h-4i	Typical Sections	March 15, 1974
5 thru 19 100 thru 107 9 Sheets	Plan & Profile Sheets Bridge Drawings Access Roads (D-00-C1155 thru D-00-C1160)	March, 1974 March, 1974 April, 1974
1 thru 8	Buried Pipeline Crossing Details (D-00-C1215)	March, 1974
1	Buried Pipeline Crossing Details (D-00-C107, D-00-C108, D-00-C1251)	January, 1974

F. Drawing No. D-108-C1 - Segment No. 6
 Collieth Lake to Onondaga (16 Sheets)

1	Title & Index Sheet	March, 1974
2	Location Map	March, 1974
3-3a-3b-3c-3d	Summary of Quantities	March, 1974
4-4a-4b-4c-4d-4e-4f-4g-4h-4i-4j-4k-4l-4m-4n-4o-4p	Typical Sections	March, 1974

Drawing No. D-150-C1
 Detroit Airport - Segment No. 3 (6 Sheets)

1	Title Sheet	December, 1973
2	Layout Plan	December, 1973
3	Approach & Clear Zone Plan	April 30, 1971
4	Soil Boring Plan & Log	April 30, 1971
5	Plan & Profile	April 30, 1971
6	Typical Sections & Details	March 15, 1973

Drawing No. D-151-C1
 Gibraltar Airport - Segment No. 5 (5 Sheets)

1	Title Sheet	November, 1973
2	Layout Plan	February, 1974
3	Approach & Clear Zone Plan	December, 1973
4	Plan & Profile	February, 1971
5	Typical Sections & Details	March 15, 1973

Drawing No. D-152-C1
 Old Harbor Airport - Segment No. 1 (4 Sheets)

1	Title Sheet	January, 1973
2	Plan & Profile	January, 1973
3	Approach & Clear Zone Plan	February, 1971
4	Typical Sections & Details	January, 1973

Drawing No. D-153-C1
 Gibraltar Airport - Segment No. 3 (5 Sheets)

1	Title Sheet	March, 1974
2	Layout Plan	March, 1974
3	Approach & Clear Zone Plan	February, 1973
4	Plan & Profile	March, 1973
5	Typical Sections & Details	March, 1973

Drawing No. D-154-C1
 Fannin County Airport - Segment No. 4 (4 Sheets)

1	Title Sheet	January, 1973
2	Plan & Profile	January, 1973
3	Approach & Clear Zone Plan	February, 1971
4	Typical Sections & Details	January, 1973

Drawing No. D-155-C1
 Old Harbor Airport - Segment No. 4 (4 Sheets)

1	Title Sheet	March, 1973
2	Plan and Profile	March, 1973
3	Approach & Clear Zone Plan	March, 1973
4	Typical Sections & Details	March, 1973

Drawing No. D-151-C1
 Franklin Bluffs Airport - Segment No. 7 (4 Sheets)

1	Title Sheet	January, 1974
2	Plan & Profile	January, 1974
3	Approach & Clear Zone Plan	February, 1974
4	Typical Sections & Details	January, 1974

I. Drawing No. D-153-C1
 Happy Valley Airport - Segment No. 611 (5 Sheets)

1	Title Sheet	February, 1974
2	Layout Plan	February, 1974
3	Approach & Clear Zone Plan	February, 1974
4	Plan & Profile	February, 1974
5	Typical Sections & Details	March, 1974

III. RIGHT OF-WAY PLATS

Drawing No. D-100-C133
 Right of Way Required for Yuba River to Prudhoe Bay Road (2 Sheets)

Sheet No.	Description	Latest Revision
1	Title & Index Sheet	January, 1974
2 thru 8	Tabulation of Survey Data	January, 1974
9 thru 23	Right of Way Maps	January, 1974

IV. MAP ATLAS

Pipeline & Roadway - Livengood to Prudhoe Bay (16 Sheets)

Consisting of Binder Cover, Map Index,
 Thirteen (13) Maps, Scale 1" = 2 Miles (Sheets 1 thru 13),
 and One (1) Map, Scale 1" = 1000 Feet (Sheet No. 16)

April, 1974

V. FINAL BIDDING DOCUMENTS FOR ROAD CONSTRUCTION
 YUBA RIVER TO PRUDHOE BAY

A. Volume I - Proposal and Conditions of the Contract

B. Volume II - Technical Specifications

Technical Specifications (All Segments)

January 25, 1974

VI. DESIGN DATA

February, 1969

Consisting of design data for:

- Part I - General Design Criteria
- Part II - Material Specifications
- Part III - Attachments
- Part IV - Exhibits

March, 1974

SUPPLEMENTAL AGREEMENT

This supplemental agreement entered into this 3 day of July, 1971, between the STATE OF ALASKA, hereinafter referred to as the "State," acting by and through its Commissioner of Highways, hereinafter called the "Commissioner," and ALASKA PIPELINE SERVICE COMPANY, a Delaware corporation, its successors and assigns, hereinafter referred to as "Contractor."

The State and Contractor agree that:

By consent of all of the parties hereto and in consideration of the mutual covenants, promises and consent by each of the parties hereto to each of the other parties, that certain construction agreement entered into on the 11th day of June, 1971, by and between the parties hereto is hereby amended and modified, in the following respects only:

The construction agreement of June 11, 1971 is amended and modified in that the sentence contained on page 3 of the agreement which states "The State may revise or amend the applicable environmental stipulations if enforcement conditions arise during the construction or maintenance of the highway" is amended and modified to read "The State may revise or amend the applicable environmental stipulations to protect the environment if enforcement conditions which would endanger the environment arise during construction or maintenance of the highway."

ALASKA PIPELINE SERVICE COMPANY
By: *Carl M. ...*
Vice President

ATTEST:
By: *Frank ...*
Secretary

STATE OF ALASKA
By: *[Signature]*
Commissioner of Highways

IN WITNESS WHEREOF, the parties hereto have caused
this agreement to be executed by the authorized officers and their
agents to be affixed as of the day and date first above written.

STATE OF ALASKA

DEPARTMENT OF HIGHWAYS

OFFICE OF THE COMMISSIONER

JAY S. HAMMOND, GOVERNOR

P. O. BOX 1177 JUNEAU 99802
(907) 586-2121
(TELEX 23345371)

March 8, 1976

Re: North Slope Haul Road

Honorable John Huber
Alaska State Senator
Pouch V
Juneau, Alaska 99811

Dear Senator Huber:

Thank you for your letter of February 25, 1976 requesting further information about the Haul Road. I trust that the enclosed material will be of assistance. As indicated therein, the Department of Highways has not as yet formulated a final position on the future management of the Haul Road. The State Task Force on the road, of which I am chairman, is in the process of weighing the costs and benefits of various management options. You may also be interested to know that public hearings, held under the auspices of the Alaska Growth Policy Council, are currently being planned for late March in Fairbanks, Barrow, Anchorage, and Alaska. The responsible party in this regard is Mr. Barry Quinn who is working out of the Governor's office in Anchorage.

Sincerely,



Walter B. Parker
Commissioner of Highways

Enclosures

CC: Transportation Planning

WBP/CH/ab



(10)

CONSTRUCTION AGREEMENT

This Agreement was made and entered into this 11th day of June, 1971, between the STATE OF ALASKA, hereinafter referred to as State, acting by and through its Commissioner of Highways, hereinafter called the Commissioner, and ALYESKA PIPELINE SERVICE COMPANY, a Delaware corporation, its successors and assigns, hereinafter referred to as Contractor.

The State and the Contractor agree that:

1. The Contractor shall perform, or cause to be performed, at the Contractor's sole expense, all the work and labor required to construct a highway for the State of Alaska generally described as follows: (1) from a point on the Livengood to Yukon highway approximately three miles northwest of the Yukon Radio Repeater Tower to the South bank of the Yukon River and (2) from the North bank of the Yukon River to Prudhoe Bay, Alaska. The Contractor shall also construct, at its sole expense, all the said highway and facilities related thereto which Contractor deems necessary or useful to the construction of that highway (both segments together hereinafter referred to as Highway), in accordance with those documents listed and described in Exhibit A, all of which documents are by reference incorporated herein and made a part hereof. All of said construction of the Highway and related facilities shall be substantially in accordance with secondary highway standards for the State of Alaska. At the time this Agreement is executed by the parties hereto, the said documents will describe only that part of

the highway north of the Yukon River; however, as soon thereafter as practicable, the parties hereto shall supplement Exhibit A with a document or documents describing route alignment of that segment of the highway south of the said River. Upon proper application by Contractor, the State shall issue to Contractor a Utility Permit, in State's customary form and subject to all requirements of the law and the State's standard conditions, granting the Contractor authority to lay the trans Alaska pipeline across the said Highway at the locations along the Highway indicated on Exhibit A in its present form and as supplemented by the parties hereto.

2. The State will be responsible for securing, in advance of construction, all rights-of-way across State and Federal lands for the Highway and all facilities related thereto which Contractor deems necessary or useful to the construction of the Highway. The State will also be responsible for obtaining free use of mineral materials from Federal and State of Alaska lands for use in the construction of the Highway. If the State does not, however, secure such rights-of-way and permits, it shall not be liable for damages, if any, resulting therefrom. The State will also acquire all necessary rights-of-way across private lands, and the Contractor agrees to reimburse the State the actual cost of the acquisition thereof, as determined solely by the Commissioner. In order for the State to acquire such right-of-way in an orderly fashion, the Contractor agrees to furnish the State for its use a plat of the right-of-way required across private lands in advance of such right-of-way acquisition.

3. The Highway shall be a State highway and may be used by Contractor, its employees, agents and sub-contractors in a lawful manner for the construction and operation of the trans Alaska pipeline without incurring any State-imposed tolls or costs for such use of the Highway, except for applicable motor vehicle taxes, licenses and fees, such as the Alaska Motor Fuel Oil Tax, and such other fees and costs imposed by law, regulations and customary conditions of its utility permits. During construction of the trans Alaska

pipeline the Contractor shall have the right to traverse the Highway with construction equipment of all kinds as necessary or convenient to Contractor in such construction, provided however that Contractor shall repair damage to said Highway caused by such construction equipment, and provided further that such damage shall not be constituted to include normal wear and tear. Any damages apart from normal wear and tear as determined by the Commissioner will be repaired by the Contractor at its own cost and expense and to the satisfaction of the Commissioner.

4. When the Commissioner determines in writing that there is no danger to the public from hazards associated with construction, the Highway may be opened by the State for use by the public during construction of the Trans Alaska pipeline.

5. The Contractor shall perform all work and labor required by this Agreement and shall conform with the plans and specifications stated and described in Exhibit A attached hereto. The Contractor shall carry Workmen's Compensation Insurance in an approved amount. The Contractor will comply with all federal, state and local laws and regulations and all stipulations, covenants, and agreements specified herein and included in Exhibit A, or Exhibit A as it may be amended, by mutual agreement, and in the Environmental Stipulations. "Environmental Stipulations" means the Environmental Stipulations of the Department of the Interior for the Trans Alaska Pipeline System (hereinafter referred to as Environmental Stipulations) insofar as they are applicable to construction of the Highway, and all rights and rights of action which accrue to the United States under the Environmental Stipulations of the Department of the Interior apply also to the State. The State may revise or amend the applicable Environmental Stipulations if unforeseen conditions arise during construction or maintenance of the Highway. If there is non-compliance with the provisions of this paragraph, the work or

material shall be removed and replaced or otherwise corrected by and at the expense of the Contractor.

6. Contractor, its agents and employees, are and shall act as independent contractor and not as officers, employees, or agents of the State in the performance of this Agreement.

7. Any dispute concerning a question of fact or a value judgment arising under this contract (which is not disposed of by agreement of the parties) shall be finally decided by the Commissioner.

8. Contractor shall immediately notify the Commissioner of commencement of construction hereunder. Prior to the time such notice is given by Contractor and accepted by the State either party to this Agreement may elect, in writing, to terminate this Agreement and upon termination shall thereafter be relieved of all obligations hereunder; provided that said termination shall not become final until the Contractor has immediately paid to the State the actual costs incurred by the State pursuant to or by reason of this Agreement, thereafter the Contractor shall be relieved of all obligations imposed under this Agreement.

9. The State shall inspect the construction of the Highway and authorized representatives of the State shall be allowed access to all parts of the work and shall be furnished with such information and assistance by the Contractor as is required to make a complete and detailed inspection.

10. Upon written notice from the Contractor of the completion of the construction of the Highway or any segment thereof, the State will make an inspection of the Highway or such segment. If such construction is found completed in accordance with all terms and provisions of this agreement, that inspection shall constitute the final inspection and the State will accept construction of the Highway or the segment or segments found to be so completed and shall notify the Contractor in writing of such acceptance as of the date of the final inspection. Thereafter State shall maintain the portion of the Highway so accepted in accord with standards established by the Commissioner and shall have no further responsibility or obligation or liability

of a kind under this Agreement with respect to the portions of the Highway so accepted, provided that Contractor shall reimburse State its actual, direct, out-of-pocket cost of such maintenance until either (1) State permits public access to any portion of the road except for restricted use which must be jointly approved or (2) the trans Alaska pipeline is constructed and first oil is transported therein from Prudhoe Bay to Valdez, Alaska, whichever shall first occur. Such cost shall include no overhead or other indirect cost whatever and shall not exceed \$800,000 for any calendar year.

11. Any structure, property, land, stream or wildlife harmed or damaged by the Contractor, its employees or agents, during the construction or maintenance of the Highway shall be reconstructed, repaired, rehabilitated and restored by the Contractor at the direction of the Commissioner, so that the condition thereof, in the judgment of the Commissioner, is at least equal to the condition thereof immediately prior to such damage or destruction. The Contractor shall further abide at the direction of the Commissioner any condition or conditions existing with respect to the Highway or its related facilities, during construction or maintenance thereof caused by the Contractor, its employees or agents, which may be causing harm or damage to any person, structure, property, land, stream or wildlife.

12. The Contractor shall pay the State for any damage suffered or cost or expense incurred by the State in any way arising from or connected with any operation under this Agreement whenever such damage, cost or expense results from any breach of the Agreement or from any wrongful or negligent act of the Contractor, its employees, agents or subcontractors. Upon the mailing of written notice by the Commissioner to the Contractor of the nature and amount of such damage to, or cost or expense of, the State, the Contractor shall pay the State therefor.

13. The Contractor shall indemnify, defend and hold harmless the State against and from any and all demands, claims or liabilities of every

Department of Highways
Bureau of Highway Construction
P. O. Box 111

nature whatsoever, arising directly or indirectly from or in any way connected with any or all of the following: (1) the construction or maintenance by the Contractor, its employees, agents or subcontractors, of the Highway or of any facility or structure used in connection therewith, and (2) the use or occupancy, whether authorized or not, by any person whatsoever of any land owned by the State which is the subject of any permit or right granted to the Contractor, its employees, agents or subcontractors; provided, however, that the Contractor is not responsible for injuries or damages caused by employees of the State.

14. The Contractor is and shall be liable, without regard to negligence, and shall pay the State or other person or entity thereto for any damage or loss occasioned to fish and wildlife and their habitat by construction and operations of the Contractor, its employees, agents or subcontractors, for work done under this Agreement.

15. The construction and maintenance of the Highway pursuant to this Agreement are subject to the employment preference provisions of AS 10.10.010-110 to the extent permitted by Federal law.

16. In the event the Civil Engineer determines in writing that the Contractor, its employees, agents and subcontractors have failed or refused to comply with any provision of this Agreement or of the Environmental stipulations the State may without liability to the Contractor, its employees, agents and subcontractors, suspend or terminate any or all of the activities under this Agreement. Work so suspended or terminated shall not be resumed until the Civil Engineer gives the Contractor written authorization to do so.

17. In the event of any inconsistency in the provisions of the documents listed below, the following order of preference shall be observed:

- (1) This Construction Agreement;
- (2) Specifications;
- (3) Design Criteria;
- (4) Drawings.

18. Before this Agreement becomes effective, pursuant to the provisions of AS 19.60.010, the State in lieu of bonds or individual sureties required by AS 36.25.010, may accept corporate undertakings which include the more essential provisions of the bonds or individual sureties required by AS 36.25.010 and which are satisfactory to the State, from each of the corporations owning an interest in the Alyeska Pipeline Service Company.

19. The Contractor shall furnish to the State all records of geological data, hydrological data, soil core drillings and terrain temperature measurements made during pre-construction investigations, test results, engineering standards, basic data and technical criteria relating to the design and construction of the Highway and other similar information.

20. Exhibit A attached hereto at the execution of this Agreement describes that portion of the Highway crossing Dietrich Pass in the Brooks Range as designed with grades up to 24%. The parties agree that said Exhibit shall be amended to reduce the maximum grade for that portion of the Highway between Station 1152150 in Segment 4 and Station 159450 in Segment 5 to grades of approximately 12%; provided, that if State can demonstrate to Contractor that said grade for said portion of the Highway can be reduced to less than 12% (without adding to the difficulty of constructing the pipeline) for a cost not to exceed \$10.4 million, which in the present contract cost, then Contractor will construct said portion of the Highway to the lower grade as demonstrated by State; however, in the event Contractor's estimate of unit costs as set forth in Exhibit B attached hereto are inflated by reason of negotiations with its subcontractors or otherwise, then said \$10.4 million maximum shall be adjusted accordingly.

21. This Agreement shall be binding upon and inure to the benefit of the parties in this Agreement and their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement

to be executed by their authorized officers and their seals to be affixed
as of the day and date first written above.

STATE OF ALASKA

BY: *B. H. Hall*
Commissioner of Highways

ATTEST
BY: *John D. K...-2001*
Secretary

ALASKA PIPELINE SERVICE COMPANY

BY: *Frederick...*
Vice President

Department of Highways
625 E. 12th Avenue
P. O. Box 1137
Juneau, Alaska

EXHIBIT "A"
TO
CONSTRUCTION AGREEMENT
Dated June 11, 1971
BETWEEN
STATE OF ALASKA AND ALYSCA PIPELINE SERVICE COMPANY

I. CONSTRUCTION DRAWINGS - ROAD

A. Drawing No. D-103-C1 - Segment No. 1
Yukon River to Fish Creek (61 Sheets)

<u>Sheet No.</u>	<u>Description</u>	<u>Latest Revision</u>
1	Title & Index Sheet	April 30, 1971
2-2a-2b	Location Map	April 30, 1971
3-3a-3b-3c	Summary of Quantities	April 30, 1971
4-4a-4b-4c-4d	Typical Sections	April 30, 1971
5 thru 44	Plan & Profile Sheets	April 30, 1971
100 thru 107	Bridge Drawings	April 30, 1971

B. Drawing No. D-104-C1 - Segment No. 2
Fish Creek to South Fork Koyuk River (65 Sheets)

1	Title & Index Sheet	April 30, 1971
2-2a	Location Map	April 30, 1971
3-3a-3b-3c	Summary of Quantities	April 30, 1971
4-4a-4b-4c-4d	Typical Sections	April 30, 1971
5 thru 23	Plan & Profile Sheets	April 30, 1971
100 thru 103	Bridge Drawings	April 30, 1971

C. Drawing No. D-105-C1 - Segment No. 3
South Fork Koyuk River to South Fork
Creek (70 Sheets)

1	Title & Index Sheet	April 30, 1971
2-2a-2b	Location Map	April 30, 1971
3-3a-3b-3c-3d-3e	Summary of Quantities	April 30, 1971
4-4a-4b-4c-4d	Typical Sections	April 30, 1971
5 thru 30	Plan & Profile Sheets	April 30, 1971
100 thru 116	Bridge Drawings	April 30, 1971

1	Title & Index Sheet	April 30, 1971
2-2a	Location Map	April 30, 1971
3-3a-3b	Summary of Quantities	April 30, 1971
4-4a-4b-4c-4d	Typical Sections	April 30, 1971
5 thru 23	Plan & Profile Sheets	April 30, 1971
100 thru 116	Bridge Drawings	April 30, 1971

Drawing No. D-107-C1 - Segment No. 6-North
(Contract No. 17 (100-1))

1	Title & Index Sheet	April 30, 1971
2-2a	Location Map	April 30, 1971
3-3a-3b-3c	Summary of Quantities	April 30, 1971
4-4a-4b-4c-4d	Typical Sections	April 30, 1971
5 thru 26	Plan & Profile Sheets	April 30, 1971
25	Camp Location & Layout	April 30, 1971

Drawing No. D-108-C1 - Segment No. 6-South
(Contract No. 17 (100-1))

1	Title & Index Sheet	April 30, 1971
2	Location Map	April 30, 1971
3-3a-3b-3c	Summary of Quantities	April 30, 1971
4-4a-4b-4c-4d-4e	Typical Sections	April 30, 1971
5 thru 21	Plan & Profile Sheets	April 30, 1971
100 thru 105	Bridge Drawings	April 30, 1971

Drawing No. D-107-C1 - Segment No. 5
(Contract No. 17 (100-1))

1	Title & Index Sheet	April 30, 1971
2-2a	Location Map	April 30, 1971
3-3a-3b-3c	Summary of Quantities	April 30, 1971
4-4a-4b-4c-4d-4e	Typical Sections	April 30, 1971
5 thru 21	Plan & Profile Sheets	April 30, 1971

Drawing No. D-106-C1 - Segment No. 4
(Contract No. 17 (100-1))

H. Drawing No. D-110-C1 - Segment No. 7
Harbor to Prodhoe Bay (43 Sheets)

1	Title & Index Sheet	April 30, 1971
2-2a-2b	Location Map	April 30, 1971
3-3a-3b	Summary of Quantities	April 30, 1971
4-4a-4b-4c-4d	Typical Sections	April 30, 1971
5 thru 33	Plan & Profile Sheets	April 30, 1971
100 thru 106	Bridge Drawings	April 30, 1971

II. CONSTRUCTION DRAWINGS - AIRPORTS

A. Drawing No. D-152-C1
Prospect Airport - Segment No. 2 (15 Sheets)

<u>Sheet No.</u>	<u>Description</u>	<u>Latest Revision</u>
1	Title Sheet	April 30, 1971
2	Layout Plan	April 30, 1971
3	Approach & Clear Zone Plan	April 30, 1971
4	Soil Boring Plan & Log	April 30, 1971
5	Plan & Profile	April 30, 1971
6	Typical Sections & Details	April 30, 1971
7	Typical Sections	April 30, 1971
8 thru 15	Cross Sections	April 30, 1971

B. Drawing No. D-150-C1
Dietrich Airport - Segment No. 3 (13 Sheets)

1	Title Sheet	April 30, 1971
2	Layout Plan	April 30, 1971
3	Approach & Clear Zone Plan	April 30, 1971
4	Soil Boring Plan & Log	April 30, 1971
5	Plan & Profile	April 30, 1971
6	Typical Sections & Details	April 30, 1971
7 thru 13	Cross Sections	April 30, 1971

C. Drawing No. D-151-C1
Galbraith Airport - Segment No. 5 (10 Sheets)

1	Title Sheet	April 30, 1971
2	Layout Plan	April 30, 1971
3	Approach & Clear Zone Plan	April 30, 1971
4	Plan & Profile	April 30, 1971
5	Typical Sections & Details	April 30, 1971
6 thru 10	Cross Sections	April 30, 1971

III. RIGHT-OF-WAY PLATS

Drawing No. D-00-C133
Right-of-Way Required for Yukon River to Prudhoe
 Bay Road (24 Sheets)

<u>Sheet No.</u>	<u>Description</u>	<u>Latest Revision</u>
1	Title & Index Sheet	February, 1971
2 thru 8	Tabulation of Survey Data	February, 1971
9 thru 23	Right-of-Way Maps	February, 1971

IV. MAP ATLAS

Plan and Roadway - Alutaga to Prudhoe Bay (16 Sheets)

Consisting of Binder Cover, Map Index,
 Thirteen (13) Maps, Scale 1" = 2 Miles (Sheets 3 thru 15),
 and One (1) Map, Scale 1" = 1000 Feet (Sheet No. 16)

V. PROPOSAL DOCUMENTS FOR ROAD CONSTRUCTION
YUKON RIVER TO PRUDHOE BAY

November, 1969

A. Volume I - Proposal and Conditions of the Contract

- Instructions for Proposal
- Form of Proposal - Segments 1, 2, 3, 4 and 5
 (Target Cost Type Contract)
- Form of Proposal - Segments 6 and 7
 (Fixed Unit Price Contract)

Conditions of the Contract - Segments 1, 2, 3,
4 and 5 (Target Cost Type Contract)
Conditions of the Contract - Segments 6 and 7
(Fixed Unit Price Contract)

B. Volume II - General and Technical Specifications

General Specifications (All Segments)
Technical Specifications (All Segments)

C. Amendments to the Proposal Documents

<u>Amendment No.</u>	<u>Amendment Date</u>	<u>Applicable to Segment No.</u>
1	11/20/69	All Segments
2	11/21/69	All Segments
3	11/26/69	All Segments
4	1/1/70	1,2,3,4 and 5
5	1/1/70	All Segments

VI. DESIGN DATA

February, 1969
(Revised May 1, 1971)

Consisting of design data for:

Part I - Access Road
Part II - Airports
Part III - Bridges
Part IV - Checking Procedure
Part V - Material Specifications

CONSTRUCTION AGREEMENT

Dated June 11, 1951

BETWEEN

STATE OF ALASKA AND ALYSEA PIPELINE SERVICE COMPANY

WHEREAS CERTAIN TARIFF RATES FOR APPLICABLE
ITEMS OF WORK AS CONTAINED IN CERTAIN CONTRACTS
FOR SEGMENT A AND TULLER CONTRACT FOR SEGMENT

CONTRACT CONSTRUCTION COST ESTIMATE

**I. SEGMENT NO. 1 ESTIMATED ROAD CONSTRUCTION COST
(STA 115 PLUS 00 - END OF SEGMENT)**

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	RATE	AMOUNT
1A	HAND CLEARING	10 STA	\$447.70	\$ 4,477.70
2A	UNCLASS EMBANK (CUB)	107,800 CY	2.05	2,209,900.00
3A	ROCK EMBANK (CUB)	20,000 CY	8.71	1,742,000.00
7A	SURFACE COURSE (CUB)	7,000 CY	8.87	62,090.00
8A	24" C.M. PIPE (L.F.)	1,000 LF	23.55	23,550.00
11A	24" C.M. PIPE (CUB)	150 LF	61.23	9,184.50
12A	60" CORR. PIPE	4,000 LF	13.31	53,240.00
	6" 10' 24" 1" STRUCT PL PIPE	50 LF	110.00	5,500.00
	7" 10' 24" 1" STRUCT PL PIPE	100 LF	100.00	10,000.00
TOTAL				\$10,000,000.00

**II. SEGMENT NO. 2 ESTIMATED ROAD CONSTRUCTION COST
(BEG. OF SEGMENT - STA 120 PLUS 00)**

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	RATE	AMOUNT
1A	HAND CLEARING (CUB)	10 STA	\$231.00	\$ 2,310.00
2A	ROCK EMBANK (CUB)	300,000	5.00	1,500,000.00
3A	ROCK EMBANK (CUB)	400,000 CY	6.00	2,400,000.00
7A	SURFACE COURSE (CUB)	6,000 CY	10.00	60,000.00
8A	24" C.M. PIPE (CUB)	700 LF	13.00	9,100.00
9A	30" C.M. PIPE (CUB)	500 LF	16.00	8,000.00
12A	60" CORR. PIPE (CUB)	4,000 LF	14.00	56,000.00
	60" STRUCT PL PIPE	600 LF	100.00	60,000.00
TOTAL				\$2,711,410.00

III. SEGMENT NOS. 4 AND 5 ESTIMATED DIRECT OTHER COST

1.	ESTIMATED DESIGN COST AND INSPECTION COST	\$ 100,000.00
2.	ESTIMATED DIRECT OTHER COST	600,000.00
3.	ESTIMATED COST OF MATERIALS FURNISHED CONTRACTOR	200,000.00
TOTAL		\$ 900,000.00

IV. SUMMARY OF DIRECT ROAD ESTIMATE

1.	SEG. NO. 1 ROAD CONSTRUCTION COST (ITEM I)	\$10,000,000.00
2.	SEG. NO. 2 ROAD CONSTRUCTION COST (ITEM II)	2,711,410.00
3.	SEG. NOS. 4 AND 5 DIRECT OTHER COST (ITEM III)	900,000.00
ESTIMATED TOTAL AMOUNT		\$13,611,410.00

THE ABOVE ESTIMATE DOES NOT INCLUDE THE FOLLOWING COSTS:

1. CONTRACTOR'S OVERHEAD AND PROFITARY WORK.
2. ADDITIONAL NON-EQUIPMENT COST IF ADDITIONAL EQUIPMENT IS REQUIRED TO ACCOMPLISH THE WORK.
3. CAMP FACILITIES.
4. EXPENSES TO STATE.
5. COSTS OF FURNISHING LOGGING SUPPORT.

Signed: of Highway
June 11, 1951

THE LEGISLATURE OF THE STATE OF ALASKA
TENTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. Senate Bill 107
Title An act relating to North Slope Haul Road
Requested by _____ Date Feb. 7, 1977

II. FISCAL DETAIL

Agency Affected Highways
Program Category Affected Transportation
Budget Request Unit(s) Affected _____

EXPENDITURES (Thousands of Dollars)

	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
100 PERSONAL SERVICES	0	\$ 627	665	704	747	792
200 TRAVEL		12	13	13	14	15
300 CONTRACTUAL		1002	1062	1126	1193	1265
400 COMMODITIES		225	239	253	268	284
500 EQUIPMENT		2469	0	0	0	0
600 LAND & STRUCTURES		9903	0	0	0	0
700 GRANTS, CLAIMS, ETC.						
TOTAL		\$14,238	\$1,979	\$2,096	\$2,222	\$2,356

FUNDING (Thousands of Dollars)

GENERAL FUND	\$14,238	\$1,979	\$2,096	\$2,222	\$2,356
FEDERAL FUNDS					
OTHER (Specify)					

POSITIONS

FULL TIME	6*	6	6	6	6
PART TIME					
TEMPORARY	21**	21	21	21	21

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

- * 1 ADD III
- 3 ADD II
- 2 WI II (bliden.)

See Attachment

- ** 18 ADD III
- 3 Parts classes

IV. DATE February 8, 1977 PREPARED BY _____
AGENCY Dept. of Highways - Maintenance
PHONE 364-2121, Ext. 256
Original Legislative Finance
cc. Budget and Management
Prime Sponsor (First Legislator Named)

Fiscal Note - SB 107

The amounts on the Fiscal Note for SB 107 are for summer maintenance only. They include the opening of the road in late spring (May), maintenance throughout the summer, and demobilization and shutdown in September.

It is assumed, for the basis of this estimate, the new shop facilities would have to be constructed. A recent inspection of Alyeska facilities leads us to believe that for a summer only operation we could get by with their shop facilities for a few years. Their buildings are temporary and were intended for only a few years use. For a long term operation they would be completely unsatisfactory for winter operation and less than desirable for summers only. They are poorly insulated and Alyeska presently operates in the winter only with generous use of auxiliary oil-fired space heaters. For the long term it is felt that the State could not afford this type of operation.

Under any circumstances it is felt that new utilities systems would have to be installed. While new wells and electrical generation sets are relatively minor problems (it is possible we could salvage part of what Alyeska has in place) the sewer systems are a different matter. The present treatment plants are many times too large for our purposes and we have no desire to add to our manning for an operator at each camp. We feel it would be necessary to install an appropriate type of septic tank installation at each camp.

In summary regarding the camps, information obtained to date leads us to believe that for the long term we should plan on new shop facilities at each location. This would include maintenance stations contemplated at or near the present Alyeska camps located at Five Mile, Goldfoot, Prospect Creek, Dutchch, Alagan, Thollie, Happy Valley and Franklin Bluffs.

Recent refinements of the estimated cost of maintaining the haul road have resulted in two changes from our earlier estimates. The cost of equipment is up approximately 25%. This is accounted for in large part by price increases the last year. Based upon an inspection of the haul road made the week of Jan. 30, 1977, we feel we can reduce our estimated operating cost by about 15%.

A few words regarding timing are in order. If we are to assure summer maintenance of this road in 1978 orders for the additional equipment should be placed no later than mid July of 1977. In addition we should be in a position to award such contracts as may be necessary for maintenance station facilities by about April of 1977. If either of these dates are missed we will be faced with not having the necessary equipment on haul or attempting to operate with either no or out of make shift facilities.

Introduced: 2/1/77
Referred: State Affairs and
Finance

1 IN THE SENATE

BY HUBER

2 SENATE BILL NO. 107

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the North Slope Haul Road."

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

8 * Section 1. AS 19.10 is amended by adding a new section to read:

9 Sec. 19.10.105. NORTH SLOPE HAUL ROAD. (a) The department shall
10 maintain the North Slope Haul Road north of the Yukon River for the use
11 of the traveling public from May 1 to September 30 of each year after it
12 is accepted as a part of the state highway system. The department may
13 enter into agreements with users of the highway for its maintenance for
14 the period from October 1 to April 30 but whenever it is being main-
15 tained it shall also be open to the traveling public. Nothing in this
16 section limits the authority of the department to require special equip-
17 ment which it may consider necessary for safe traveling on the road.

18 (b) The department shall accept the highway constructed under the
19 contract between the Alyeska Pipeline Service Company and the State of
20 Alaska in accordance with the contract if it has been completed to
21 specifications established for its construction as a part of the state
22 highway system.

23 * Sec. 2. AS 38.05.035(a) is amended by adding a new paragraph to read:

24 (15) classify and make available for disposition under state
25 law land of the state along the North Slope Haul Road which may, in the
26 director's judgment, be necessary to serve the traveling public; pend-
27 ing classification, the director shall issue temporary-use permits for
28 no more than a five-year period, with one renewal for a like term, to
29 applicants who agree to provide necessary services for the traveling

1 public; the director, with the approval of the commissioner, shall
2 determine the land to be made available under this paragraph and the
3 limitations, conditions, and terms of the permit; the permits shall be
4 offered at public auction to the highest bidder; after classification, a
5 permit holder has the rights granted under the permit and the right to
6 meet the highest bid offered at the first disposal of the land subject
7 to the permit after the expiration of the permit.
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

THE LEGISLATURE OF THE STATE OF ALASKA
TENTH LEGISLATURE

FISCAL NOTE

RECEIVED

MAY 1978

I. REQUEST
 Bill/Resolution No. SB 107
 Title North Slope Haul Road
 Requested by Budget & Management Date 5/16/78

II. FISCAL DETAIL
 Agency Affected Department of Public Safety
 Program Category Affected Administration of Justice
 Budget Request Unit(s) Affected Detachments & CIB

EXPENDITURES (Thousands of Dollars)

	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
100 PERSONAL SERVICES			92.4	130.6	138.4	146.7
200 TRAVEL			39.1	55.2	58.5	62.0
300 CONTRACTUAL			11.3	16.0	17.0	18.0
400 COMMODITIES			23.5	33.2	35.2	37.3
500 EQUIPMENT			108.4	- 0 -	- 0 -	- 0 -
600 LAND & STRUCTURES			*150.0	- 0 -	- 0 -	- 0 -
700 GRANTS, CLAIMS, ETC.			0.6	0.6	0.7	0.7
TOTAL			425.3	235.6	249.8	264.7

FUNDING (Thousands of Dollars)

GENERAL FUND			425.3	235.6	249.8	264.7
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

FULL TIME			3	3	3	3
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)
 To provide patrol and other enforcement capability along the North Slope Haul Road, 3 new troopers and related costs are requested by the Department. The detailed operating budget which also contains the assumptions on the fiscal details is attached.

Housing facilities for the troopers in these remote locations along the Haul Road were requested as part of the Capital Improvement Projects, FY 78. The cost of \$150.0 in FY 79 (indicated by asterisk) is for the purchase of four (4) 2-bedroom house trailers. A copy of the capital budget prepared is also attached as separate back-up. The operating costs for the trailers are included in the operating budget.

For the same level of service in the succeeding years, 6% inflation is computed. Since FY 79 operating budget costs are only for 9 months (beginning October 1, 1978), FY 80, FY 81, and FY 82 budget costs are adjusted for 12 months of operation. One-time equipment costs are not projected beyond FY 79.

IV. DATE: 5/16/78 PREPARED BY: Trygve W. Hermann, Administrative Director
 AGENCY: Public Safety
 PHONE: 465-4322
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)

24 Capital Budget Summary

FUNDING SOURCE YEAR, RAY, K	PROJECT TITLE <small>(Group Projects by State Funding Source)</small>	PROJECT TYPE				LOCATION(S)	ULTIMATE ANNUAL OPERATING COST	AGENCY Appropriation REQUEST	GOVERNORS BUDGET	LEGISLATIVE ALLOWANCE
		CONST	IMPR	EQUIP	LAND					
GF 78-1	State Trooper Housing for North Slope Haul Road	X				5 Mile Coldfoot Deadhorse Happy Valley	12.0	150.0		
TOTAL										

FUNDING SOURCE	FEDERAL RECEIPTS		12.0	150.0		
	ACQUIRED CAPITAL FUND	OTHER FEDERAL FUNDS				

CATEGORY Administration of Justice AGENCY Public Safety PROGRAM Patrol, Detection & Apprehension

24 CAPITAL BUDGET SUMMARY

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

PROJECT TITLE: State Trooper Housing for North Slope Haul Road		OPERATING BUDGET (MUSI)	NAMES: Detachments & CIB	NUMBERS: 06-62-01-01-01
PRIORITY: GF 78-1	PROJECT STARTING DATE: Summer 78	ESTIMATED DATE FACILITY IN USE BY: October, 78	TOTAL PROJECT COST: \$150,000	
LOCATION(S): Five Mile, Coldfoot, Bushnell, Honey Valley	AREA: Served North Slope Haul Road	ELECTION DISTRICT: 10, 21		
SOURCE OF COST ESTIMATE: L. Soden DOTPF, FRX		DATE OF ESTIMATE: 1/13/78		

PROJECT TYPE	
BUILDING CONSTRUCTION	<input checked="" type="checkbox"/> EQUIPMENT
OTHER IMPROVEMENT	<input type="checkbox"/> LAND

DESCRIPTION: Purchase FOB Fairbanks, furnish, transport and set-up four 2 bedroom 14 X 60 house trailers at DOTPF North Slope Haul Road maintenance camps: DOTPF to provide pad, sewer, water, electricity, heating fuel facilities with share of ongoing expense @ \$250/month per trailer to be paid to DOTPF by Public Safety.

PROJECT PURPOSE (Check all that apply)

- Major Maintenance (Renov)
- Improvement of Services
- Accommodation of Increased Demand
- New Program or Service Accommodation
- Supplement Previously Authorized Funds
- Preliminary Feasibility or Cost Studies
- Other

PROJECT EXPENDITURES	TOTAL	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2	REMAINING COST
TOTAL ANNUAL EXPENDITURES	150.0	-	-	-	-
PLANNING AND ENGINEERING					
LAND					
CONSTRUCTION	150.0				
EQUIPMENT					
OPERATION, MAINTENANCE AND REPAIR					

APPROPRIATION REQUEST

Federal Grants	
Required General Fund Matching	
Other General Funds	150.0
U. S. Bonds	
State Bonds	
State Agency Transfers	
Other	
TOTAL	150.0

OPERATIONAL COST AND NO PERSONNEL	ESTIMATE	BUDGET YEAR	BUDGET YEAR PLUS 1	BUDGET YEAR PLUS 2
FUNDING SOURCE				
STATE FUNDS	2.0	-	2.1	2.0
TOTAL EST. OPERATIONAL COST	2.0	-	2.1	2.0

AGENCY: Public Safety PROGRAM: Patrol, Detection & Apprehension PRIORITY NO: GF 78-1

25 CAPITAL BUDGET PROPOSED PROJECT

TO PROVIDE HOUSING FOR STATE TROOPERS WHO WILL PATROL THE NORTH SLOPE HAUL ROAD

OBJECTIVE:

Justify the project using the four headings below in the order they appear. Expand upon each section as required. Repeat heading when commencing response. Submit justification for each project listed in first column of Form 27. Attach feasibility studies, reports, or other documentation available. Use Form 23 as continuation sheet.

- I. DOCUMENTATION OF NEED (Cite quantitative and measurable need.)
- II. ANALYSIS OF IMPACT ON OPERATIONAL EXPENSE (Estimate and justify.)
- III. DOCUMENTATION OF ESTIMATED CAPITAL COST (Discuss degree of reliability.)
- IV. IDENTIFICATION OF ALTERNATIVES CONSIDERED (State why rejected.)

I No State facilities are available to house State Troopers along the North Slope Haul Road. To provide patrol, housing is needed; DOTPF cost estimates included housing for State Troopers, but actual budget submission will be made by Public Safety. Three trailers are for new positions in North Slope Haul Road operating budget, one trailer is for an existing position now in pipeline facilities.

II It is assumed that DOTPF will provide trailer pad, electricity, water, sewer, heating fuel, and garbage disposal. Recurring costs would be shared and are estimated to be \$250 per month for each of the four trailers which are planned for October 1, 1978 installation.

III Capital cost includes: \$30,000 estimate per 14 X 60 unfurnished 2 bedroom trailer FOB Fairbanks, \$5,000 for transportation/set-up cost, and \$2,500 to furnish the trailer; total \$37,500 X 4 = \$150,000. No inflation is included based upon purchase during summer of 1978. Estimate for unfurnished trailer FOB Fairbanks and average of \$5,000 transportation/set-up cost taken from Larry Soden's (DOTPF) North Slope Haul Road cost estimates. Furnishing cost estimated by Public Safety.

IV No alternatives considered because of immediacy of need.

AGENCY Public Safety PROGRAM Patrol, Detection & Apprehension PRIORITY NO. GF 78-1

Project Title State Trooper Housing for North Slope Haul Road

26 CAPITAL BUDGET PROJECT JUSTIFICATION



FY 79

BUDGET REQUEST UNIT Detachments & CIB - North Slope Haul Road

COVER PROGRAM Crime Identification and Apprehension

CATEGORY Administration of Justice

AGENCY: Public Safety DIVISION: Alaska State Troopers

Name and Position of Program Manager Col. T. R. Anderson, Director AST Phone: 264-5644

Name and Position of Agency Contact Truve R. Hermann, Administrative Director Phone: 465-4322

DATE 1-18-79

Richard B. Houston
(Signature of Agency Head)

Commissioners and/or Advisory Boards which have been contacted for input:

REVISED _____

BUDGET SUBMISSION

Explanation

Assumptions Used in Preparing the FY 79 Haul Road Budget

The following assumptions were provided by the Division of Policy Development & Planning, Office of the Governor:

- Item 1. State will take over control of the Haul Road on October 1, 1978.
- Item 2. Use of the Haul Road will be restricted to industrial use only until at least the end of Gas-pipeline construction. No general public access will be permitted.
- Item 3. Tour-bus operations will be allowed if provided by the private sector.
- Item 4. The State will maintain the road on a seasonal basis from May through October starting in 1979. Industrial users might provide their own maintenance in the winter.
- Item 5. Restricted-access control measures will be instituted.
- Item 6. No new permanent commercial development will be permitted initially.
- Item 7. The State will provide facilities for State employees.

Additional assumptions for budget preparation were developed with the Department of Transportation & Public Facilities:

- Item 1. DOTPF will operate the restricted access control point which will have no weigh station.
- Item 2. DOTPF will provide basic utilities for their maintenance camps and will make these utilities available to the Department of Public Safety including: water, sewer, electricity, garbage disposal, heating fuel, and vehicle fuel. Joint cost agreements will be negotiated for ongoing utility costs.
- Item 3. DOTPF included housing for Department of Public Safety personnel in its cost estimates but the Department of Public Safety will submit its own capital budget for the housing needed (\$150,000 for 4 trailers).

DDU Detachments & CID - Haul Road Budget

AGENCY

Public Safety

REVISED

1

EXPLANATION

Explanation

The Department of Public Safety has also made assumptions about budget preparation to provide Haul Road Law Enforcement within the budgetary limit provided:

- Item 1. Any tour-bus operators would provide only packaged tours, would have their own communications ability, and would arrange for their own emergency maintenance.
- Item 2. Fairbanks salary cost is used since Troopers will be rotated every 6 weeks and will receive salary at their normal rate.

Note: Communication equipment costs of \$44,000 are the main reason why this budget total exceeds the amount on Page 120 of the North Slope Haul Road appendices.

Note: Long term per diem costs are appropriate and were added by the revised forms dated 3-14-78.

NHTS Detachments & CTS - Haul Road Budget

AGENCY Public Safety

REVISED 3-14-78



EXPLANATION

Analysis of Change

ITEM & EXPLANATION	AMOUNT	FUNDING SOURCE	100 PERSONAL SERVICES	200 TRAVEL	300 CONTR. SERVICES	400 COMM.	500 EQUIPMENT	OTHER
Fund salary, equipment, and related costs for 3 new State Troopers for duty along the North Slope Haul Road.	275.3	GI	92.4	39.1	11.3	23.5	108.4	.6

BFC Detachments 4, 5 - Fuel Road Budget

AGENCY Public Safety

REVISED

3-14-78

6 ANALYSIS OF CHANGE

12 Changes to Current Position Summary

CLASSIFICATION TITLE (1)	LOCATION	P R I O R I T Y (2)	PCN (3)	PAY RGE (4)	MONTHLY SALARY (5)	REVISED PROGRAM NO. (6)	TOTAL POSITION COST FROM FORM 13 (7)	BUDGET YEAR (BY)							
								NO. POS. (8)	NO. MO. (9)	ANNUAL AMOUNT					
										MAINTENANCE (10)	CHANGE (11)	GOVERNOR (12)			
1 Trooper	Fairbanks		76	76	2,227		63,089	3	27		60,129				
2															
3 Overtime 25hrs/Mo.											13,872				
4 \$13.70 X 1.5 X 25 Hrs. X 4 Mos. X 3 men															
5 Salary and Overtime Sub-totals											74,001				
6 Benefits \$17.25%											12,765				
7															
8 FICA \$1,143 X 3											3,430				
9 H.I. \$739.62 X 3											2,219				
10															
11											92,415				
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
TOTAL ANNUAL AMOUNT											92,415				
PERMANENT FULL TIME POSITIONS & EMPLOYEES										1	1	3	127	1	1
PERMANENT PART TIME SEASONAL POSITIONS & EMPLOYEES										1	1	1	1	1	1
TERMINARY FULL TIME EQUIVALENT POSITIONS & EMPLOYEES										1	1	1	1	1	1
TOTAL EMPLOYEES													27		

BRU Detachments 5 C13 - Haul Road Budget

AGENCY Public Safety

REVISED

12 PERSONAL SERVICES
 CHANGES TO CURRENT
 POSITION SUMMARY



POSITION TITLE TROOPER				76 RANGE	1 SEA UNIT	LOCATION *Fairbanks	APPROV.
TYPE OF POSITION: PFT		MONTHS 9	NEW X	BP #	MAINT.	BRU FORM 12	GOV.
IFET, PPT, SEAS, I				PCN#	CHARGE A	PRIORITY PAGE/LINE	LEG.
TYPE OF EXPENDITURE	AMOUNT	FUNDING SOURCE			DETAIL OF RELATED EXPENSES		
		GF	OTHER	RECEIPT CODE			
PERSONAL SERVICES	22205 X 3 = 92415	92.4			Salary \$20,043; OT 25Hrs/Mo \$4,624; FICA \$1,143;		
TRAVEL	2150 X 3 = 6450				Health Ins. \$740; Benefits \$4,255; Travel \$1,700;		
CONTRACTUAL	2270 X 3 = 2250				Miscellaneous Repair & Maintenance of Vehicles		
COMMODITIES	2230 X 3 = 23490				\$750; Veh. Fuel \$6,480; Uniform \$950; Prof. Sup-		
EQUIPMENT	21350 X 3 = 64050				plies \$350; Oil \$50; Shortbed 4WD Vehicles fully		
OTHER	205 X 3 = 600				equiped \$21,350; Physical exams \$200		
TOTAL	\$3,085 X 3 = 189,255	189.3			BRU COMPONENT		

* 3 positions to be stationed along the North Slope
 Road.

JUSTIFICATION

To provide patrol capability along the North Slope Haul Road, additional positions are needed. Service requests are not being met in some areas of the State because of staff shortages, and further dilution of staff is not recommended.

Tentative locations are Five Mile, Coldfoot, and Happy Valley, besides the existing position at Deadhorse.

The cost of rotating these three positions every six weeks and paying long-term per diem while stationed at the Haul Road Camps is \$32,562 and is detailed on form 14.

BRU Detachments & CII - Haul Road Budget AGENCY Public Safety REVISED 3-16-78

13 PERSONAL SERVICES
 REQUEST FOR NEW POSITION

14 Travel and Moving

CODE	TRAVEL AND MOVING CLASSIFICATION	PRIOR YEAR (PY) ACTUAL	CURRENT YEAR (CY) AUTHORIZED	BUDGET YEAR (BY)			GOVERNOR'S BUDGET
				AGENCY		GOVERNOR'S BUDGET	
				MAINTENANCE	CHANGE		
200	TOTAL TRAVEL AND MOVING				39.1	39.1	
210 220	FIELD ADMINISTRATIVE TRAVEL						
	IN-STATE TRANSPORTATION				4.8	4.8	
	IN-STATE PER DIEM				34.3	34.3	
	OUT-OF-STATE TRANSPORTATION						
	OUT-OF-STATE PER DIEM						
230	CONVENTIONS AND MEETINGS						
240	BOARDS, COMMISSIONS & LEGISLATORS						
280	MOVING OR RELOCATION EXPENSE						
290	NON-EMPLOYEE TRAVEL						
420	INTER AGENCY TRANSFERS (Per AG 1)						

EXPLANATION:

Troopers will be rotated every six weeks; the travel costs cover their transportation and per diem during transit. (Long term per diem will be paid to the Troopers stationed at any of the Haul Road Camps.)

Transportation	563 X 15 times X 3 men	\$4,752
Per Diem, (Transit)		1,684
Per Diem, (long term)		
	350.20/day X 270 days X 3 Troopers	<u>32,562</u>
		\$34,250

BRU Detachments & C/O - Haul Road Budget

AGENCY Public Safety

REVISED 3-14-78

14 Travel and Moving

Contractual Services

CODE	CONTRACTUAL SERVICES CLASSIFICATION	PRIOR YEAR (PY) ACTUAL	CURRENT YEAR (CY) AUTHORIZED	BUDGET YEAR (CY)			GOVERNOR'S BUDGET
				AGENCY			
				MAINTENANCE	CHANGE	REQUEST	
300	TOTAL CONTRACTUAL				11.3	11.3	
310	COMMUNICATIONS						
320	PRINTING AND ADVERTISING						
330	SPACE EXPENSE AND FEES				9.0	9.0	
340	REPAIR AND MAINTENANCE				2.3	2.3	
350	UTILITIES OTHER THAN SPACE						
360	EQUIPMENT RENTAL-OTHER THAN MACE AND WP						
364	EQUIPMENT RENTAL-ROAD PROCESSING						
369	EQUIPMENT RENTAL-HIGHWAY WORKING CAPITAL FUND						
370	MISCAL EXPENSE						
380	PROFESSORIAL FEES AND SERVICES						
390	OTHER SPECIAL SERVICES				0.9	0.9	
400	INTERNATIONAL TRANSPORTATION AND TRAVEL						

EXPLANATION:

330	Heating the trailers @ \$200/Mo X 9 Mos. X 4 Trailers	7,200	
	Miscellaneous other utilities (pro-rated with the camp facilities) \$50 X 9 X 4	<u>1,800</u>	\$ 9,000
340	3 Crew Cabs Repair Costs, Winterization, Maintenance costs \$750 X 3		2,250

BRC Detachments & CTR - Mail Road Budget

AGENCY Public Safety

REVISED 3-14-78

15 CONTRACTUAL SERVICES

COMMODITIES (Supplies and Services)

CODE	COMMODITIES CLASSIFICATION	PRIOR YEAR (PY) ACTUAL	CURRENT YEAR (CY) AUTHORIZED	BUDGET YEAR (BY)			GOVERNOR'S BUDGET
				AGENCY			
				MAINTENANCE	CHANGE	REQUEST	
400	TOTAL COMMODITIES				23.5	23.5	
410	AGRICULTURAL SUPPLIES						
420	HOUSEHOLD AND INSTITUTIONAL SUPPLIES				2.9	2.9	
430	STRUCTURAL MATERIALS AND SUPPLIES						
440	EQUIPMENT PARTS AND SUPPLIES				19.6	19.6	
450	PROFESSIONAL AND SPECIALTIC SUPPLIES				1.0	1.0	
460	OFFICE AND LIAISON SUPPLIES						
470	OTHER OPERATING SUPPLIES						

EXPLANATION:

420 Uniforms \$805
 Snow Pants 145 950 X 3 \$ 2,850

460 Crew Caps gasoline & oil
 2000 miles/Mo. @ 5mpg
 400 Gals/Mo. X \$1.80 per gal. X 9 Mos. X 3 Vehicles \$19,440
 150
 519,590

470 Miscellaneous Supplies \$350 X 3 1,050 \$23,490

BRU Detachments & CIS - Maui Road Budget

AGENCY Public Safety

REVISED

16 COMMODITIES

17 Equipment and Machinery

CODE	EQUIPMENT AND MACHINERY CLASSIFICATION	PRIOR YEAR (FY)	CURRENT YEAR (CY)	BUDGET YEAR INVT			GOVERNOR'S BUDGET
				MAINTENANCE	AGENCY		
					CHANGE	REQUEST	
500	TOTAL EQUIPMENT AND MACHINERY				108.4	108.4	
510	AUTOMOTIVE				64.0	64.0	
520	COMMUNICATIVE				44.0	44.0	
530	LABORATORY AND SCIENTIFIC						
540	SOFT PLANT AND INDUSTRIAL						
550	OFFICE AND HOUSEHOLD						
560	SPECIAL EDUCATION				0.4	0.4	
570	OTHER						
580	INTER-AGENCY TRANSFERS (INWARD)						

EXPLANATION						
ITEM		EQUIP COST	NO OF UNITS	UNIT COST	REPLACEMENT	NEW
1	VEHICLES: Shortbed 4 wheel drive crew cab with all attachment (Arctic Package) including \$2,000 for single side hand rail and \$2,000 for V-twin hand each and canopy 1650 and Propane heater \$100 for each.	510	3	21,350		64,050
2	550 Fuel Station Tanklines	520	1	12,000		12,000
3	550 Stump Puller (1800 each unit)	520	4	8,000		32,000
4	Revolvers	560	3	35		105
						108,425

RRR: Detachments & C10 - Haul Road Budget

AGENCY

Public Safety

REVISED

Item 1 Vehicles have a base price of \$8,500. Added to that is \$2,800 for a standard VHF radio (normally installed in all AST patrol vehicles), funds for console, red lights, siren, spotlight, Michelin steel-belted radial plus 2 mounted spares (other brands/types have not held up under haul road use), about \$500 for an emergency survival kit, extra gas cans, tools, an arctic package option, etc.

Base price	8,500
Standard VHF	2,800
SSB	4,000
DOTPF low band VHF	2,000
Canopy	650
Propane engine heater	500
Tires (2 mounted spares)	1,000
Emergency Survival kit	500
Siren, lights, etc.	1,500
	<u>321,350</u>

Item 11 &
111

SSB communications direct with Fairbanks is desired so that Detachment Headquarters can contact the State Trooper at all times while in camp. It is assumed that DOTPF will not have 24 hour radio coverage and therefore a SSB base in Fairbanks and channel controls for each of the four camps will be needed in addition to this DOTPF SSB equipment will be.

0000 Detachments & C11 - Haul Road Incident

AGENCY Public Safety

REVISED

CODE	EXPENDITURE CLASSIFICATION	PRIOR YEAR (PY) ACTUAL	CURRENT YEAR (CY) AUTHORIZED	BUDGET YEAR (BY)			GOVERNOR'S BUDGET
				AGENCY			
				MAINTENANCE	CHANGE	REQUEST	
423	LAND BUILDING ETC. STRUCTURAL IMPROVEMENTS						
424	LAND BUILDING ETC. FILLING ASH/PAY						
425	ASPH/PAVEMENT						
43	INTER-AGENCY TRANSFER (MIS)-ADDI						
431	ARTICLE 9A CODES AND ORDINANCES				0.6	0.6	
432	LOCAL ASSISTANCE STATE COURTS						
433	GRANTS TO POLICE DEPT Employee Physicals				0.6	0.6	
434	GRANTS AND AID TO INDIVIDUALS						
435	GRANTS OTHER AGENCIES						
436	INTER-AGENCY TRANSFER (MIS)-ADDI						
437	GRANTS TO POLICE DEPT						
438	GRANTS TO POLICE DEPT						

EXPLANATION:

NOTE: Detachments & C11 - haul Road Budget AGENCY Public Safety REVISED

18 LANDS
GRANTS
MISCELLANEOUS




RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.



Signature of Camera Operator



Date

COMMITTEE REPORT

HOUSE

_____ Date

Mr. Speaker:

The Committee on Psychology has had 10
under consideration. A majority of the members of the Committee

- recommends it do pass
- recommends it do not pass
- recommends it do pass with attached amendment(s)
- recommends it be replaced with CS for _____ and that
CS for _____ to pass
- (and) recommends it be referred to the _____
committee
- reports it back without recommendation
- AND attaches a report of its intent
- (other) _____

MEMBERS SIGNING THE MAJORITY REPORT:

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

MEMBERS NOT CONCURRING IN THE MAJORITY REPORT:

_____	recommends:	_____
_____	recommends:	_____
_____	recommends:	<u>Do Not Pass</u>

_____ Chairman

Introduced: 2/1/77
Referred: Commerce and Finance

1 IN THE SENATE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2 SENATE BILL NO. 109

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to travel and per diem allowances
7 for the Board of Psychologist and Psychological
8 Associate Examiners."

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

10 * Section 1. AS 08.86.050 is repealed.

FISCAL NOTE

Title: An act relating to travel and per diem allowances for the Board of Psychologists
 Prepared by: Christa Crane Date: 1-26-77

B. FISCAL DETAIL

Agency Affected: Commerce & Economic Development
 Program Category Affected: Public Protection
 Budget Request Unit(s) Affected: Occupational Licensing

EXPENDITURES (Thousands of Dollars)

	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
100 PERSONAL SERVICES	0	0	0	0	0	0
200 TRAVEL	0	2.5	2.75	3.0	3.3	3.66
300 CONTRACTUAL	0	0	0	0	0	0
400 COMMODITIES	0	0	0	0	0	0
500 EQUIPMENT	0	0	0	0	0	0
600 LAND & STRUCTURES	0	0	0	0	0	0
700 GRANTS, CLAIMS, ETC	0	0	0	0	0	0
TOTAL	0	2.5	2.75	3.0	3.3	3.66

FUNDING (Thousands of Dollars)

GENERAL FUND	0	2.5	2.75	3.0	3.3	3.66
FEDERAL FUNDS	0	0	0	0	0	0
OTHER (Specify)	0	0	0	0	0	0

POSITIONS

FULL TIME	0	0	0	0	0	0
PART TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

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

APR 27 1977

PREPARED BY: *Christa Crane*
 AGENCY: Commerce & Economic Development
 DIVISION: Occupational Licensing



RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James A. Smith
Signature of Camera Operator

2/26/90
Date

COMMITTEE REPORT
SENATE

Date _____

Mr. President:

The Committee on _____ has had _____
under consideration. A majority of the members of the Committee

- recommends it do pass
- recommends it do not pass
- recommends it do pass with attached amendment(s)
- recommends it be replaced with CS for _____ and that
CS for _____ do pass
- (and) recommends it be referred to the _____
committee
- reports it back without recommendation
- AND attaches a report of its intent
- (other) _____

MEMBERS SIGNING THE MAJORITY REPORT:

MEMBERS NOT CONCURRING IN THE MAJORITY REPORT:

_____ recommends: _____
_____ recommends: _____
_____ recommends: _____

Chairman

ALASKA AIRWAYS CORPORATION, INC.
1415 BAY STREET
SEASIDE, CALIFORNIA 92081

Cockey
Finance
It has been reached

77 FEB 7 PM 5 49

12033 AL FAIRBANKS AK 53 02-27 115P AST

PYS SEN JOHN SACKETT
383

JUN

I WOULD APPRECIATE YOUR PERSONAL AND RAPID CONSIDERATION
ON SENIOR BOARD MEETINGS ARE DIFFICULT TO ARRANGE
WITHOUT FUNDS AND PUBLIC HEARINGS FOR REGULATIONS
WHICH ARE STILL TO BE APPROVED MUST BE HELD VERY SOON
FRANK GOLD

Introduced: 2/1/77
Referred: Commerce and Finance

1 IN THE SENATE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2 SENATE BILL NO. 109

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TENTH LEGISLATURE - FIRST SESSION:

5 A BILL

6 For an Act entitled: "An Act relating to travel and per diem allowances
7 for the Board of Psychologist and Psychological
8 Associate Examiners."

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

10 * Section 1. AS 08.86.050 is repealed.

SB
109

FISCAL NOTE

I REQUEST
Bill Number No. SENATE BILL NO. 109
Title or description of project and for which purposes for the Board of Parole and Pardon
Requested by Sen. [Name] Date 1/20/77

II FISCAL DETAIL
Agency Affected Commerce & Economic Development
Program Category Public Administration
Budget Request Unit Administrative Services

EXPENSES (Thousands of Dollars)

	FY 77	1978	1979	1980	1981	1982
100 PERSONAL SERVICES	0	0	0	0	0	0
200 TRAVEL	0	0	0	0	0	0
300 CONTRACTUAL	0	0	0	0	0	0
400 EQUIPMENT	0	0	0	0	0	0
500 SUPPLIES	0	0	0	0	0	0
600 LABOR & SERVICES	0	0	0	0	0	0
700 GRANTS, GIFTS & ETC.	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

FINANCING (Thousands of Dollars)

	FY 77	1978	1979	1980	1981	1982
GENERAL FUND	0	0	0	0	0	0
DEBT SERVICE	0	0	0	0	0	0
OTHER SOURCES	0	0	0	0	0	0

PERSONNEL

	FY 77	1978	1979	1980	1981	1982
FULL TIME	0	0	0	0	0	0
PART TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

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

Handwritten notes:
1/24/77
Full-time position
to be filled by
1/24/77

FY DATE FEBRUARY 28, 1977 PREPARED BY [Signature]
AGENCY Commerce & Economic Development
PHONE 913-4331

THE LEGISLATURE OF THE STATE OF ALASKA
TENTH LEGISLATURE

FISCAL NOTE
REVISED

I. REQUEST
 Bill/Resolution No. SB 109
 Title An Act relating to travel and per diem allowances for the Board of Psychologists &
 Requested by Bob Schroeder, Legislative Fiscal Analyst Date March 9, 1977

Psychological Associate Examiners

II. FISCAL DETAIL
 Agency Affected Commerce & Economic Development
 Program Category Affected Public Protection
 Budget Request Unit(s) Affected Occupational Licensing

EXPENDITURES (Thousands of Dollars)

	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
100 PERSONAL SERVICES	0					
200 TRAVEL	0	3.2	3.5	3.8	4.2	4.6
300 CONTRACTUAL	0					
400 COMMODITIES	0					
500 EQUIPMENT	0					
600 LAND & STRUCTURES	0					
700 GRANTS, CLAIMS, ETC.	0					
TOTAL	0	3.2	3.5	3.8	4.2	4.6

FUNDING (Thousands of Dollars)

	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
GENERAL FUND	0	3.2	3.5	3.8	4.2	4.6
FEDERAL FUNDS						
OTHER (Specify)						

POSITIONS

	FY 77	FY 78	FY 79	FY 80	FY 81	FY 82
FULL TIME	0	0	0	0	0	0
PART TIME						
TEMPORARY						

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

This is a five member board and it is estimated it will meet three times a year in different Alaskan communities. Average transportation costs are estimated to be \$166 per trip and average per diem at \$4.35 per day. Inflation at 10%. Experience indicates 2 per diem days per member per meeting.

TRANSPORTATION

5 members x 3 meetings = 15 trips
 15 trips @ \$166 = \$2,490.
 less 30% for meeting
 in member's home town (747)
\$1,743

PER DIEM

5 members x 3 meetings x 2 days = 30 pd day
 30 days x \$4.35 = \$1,305
 less 10% for
 absences 130
\$1,175

IV. DATE March 9, 1977

PREPARED BY Sharon Andrew
 AGENCY Commerce & Economic Development
 PHONE 465-2535

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

