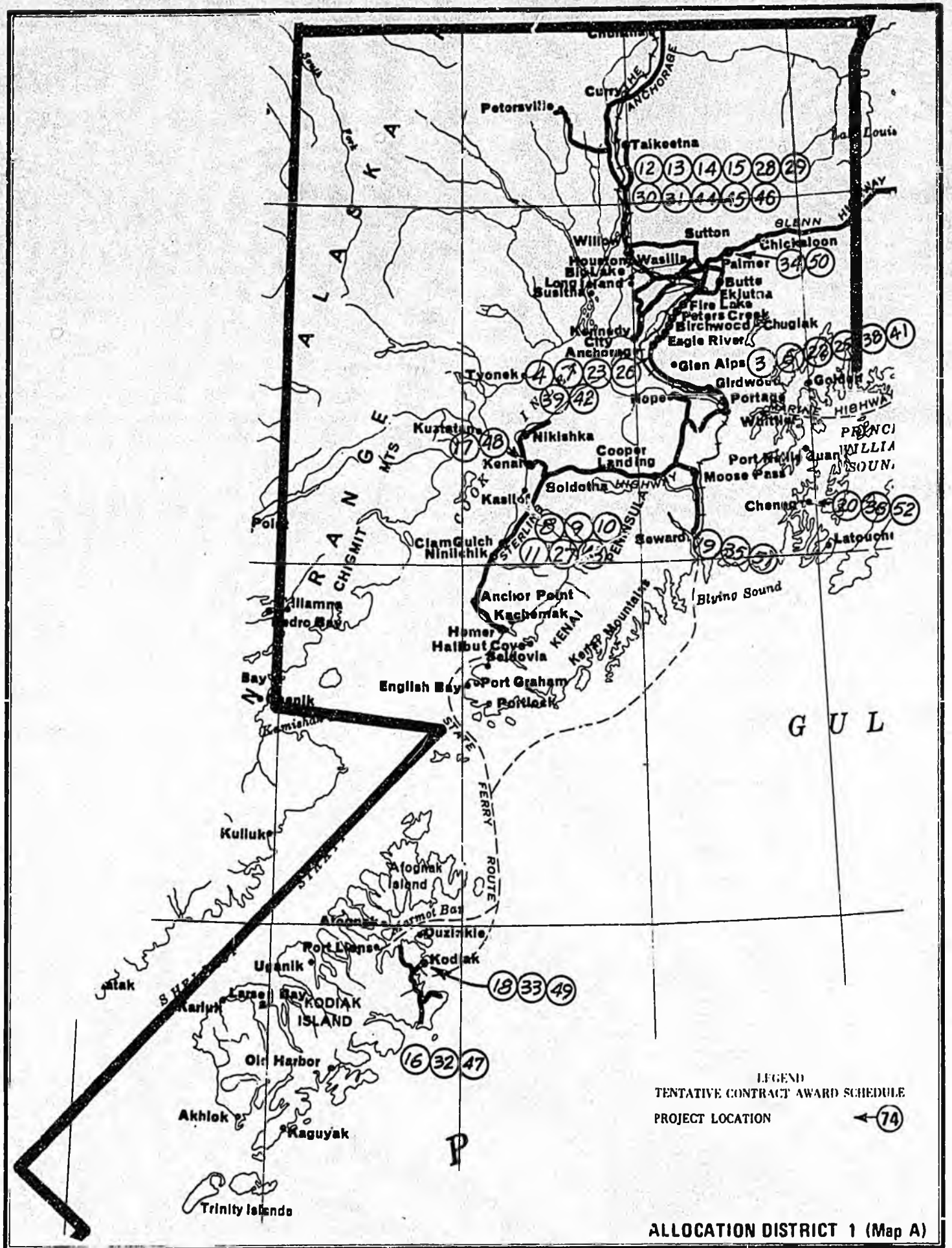
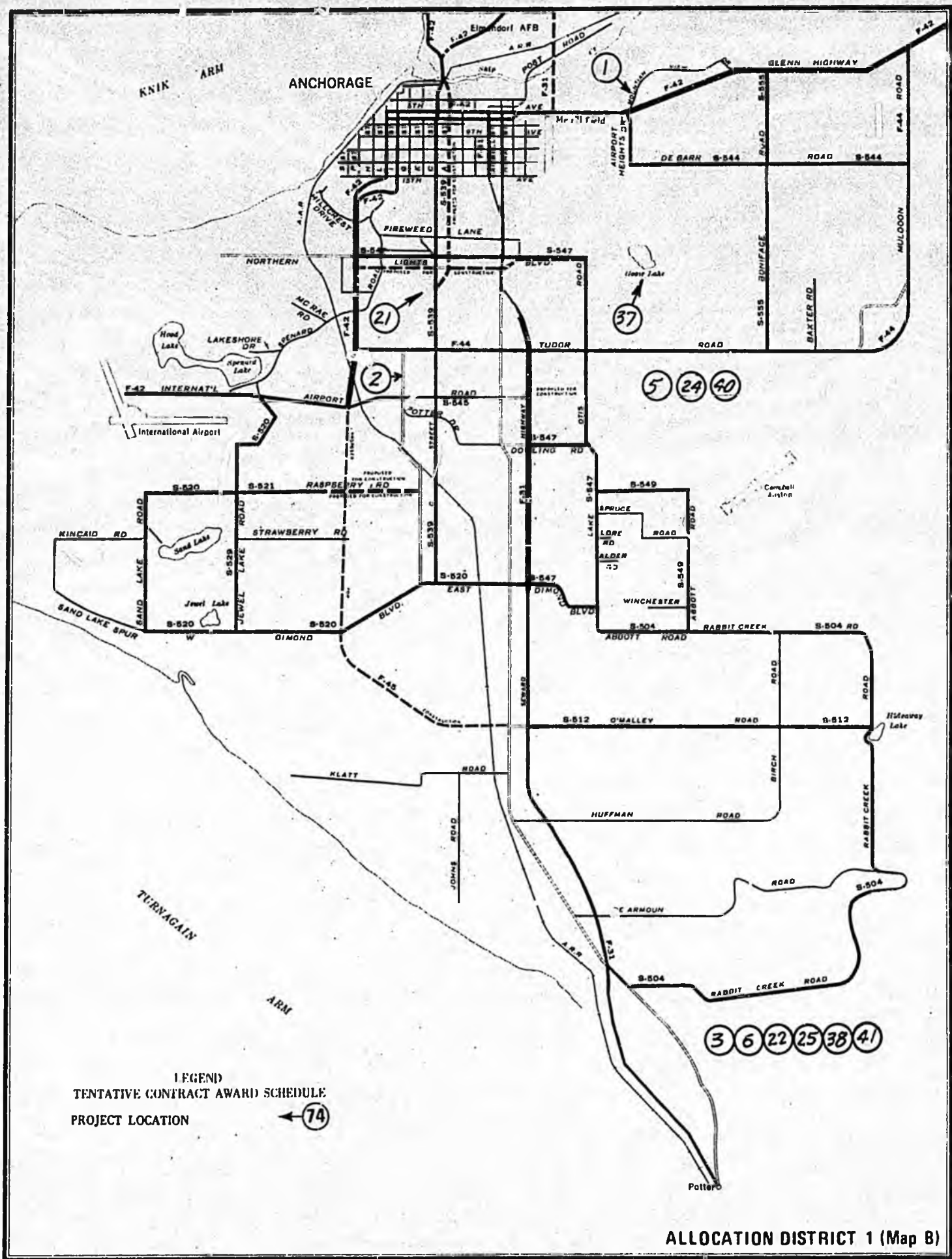


LEG. FINANCE - BILLS 1983 - 1984 ~~1984~~ 1999

SB 7 cont. - SB 15 1999





LEGEND
 TENTATIVE CONTRACT AWARD SCHEDULE
 PROJECT LOCATION ← 74

ALLOCATION DISTRICT 1 (Map B)

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

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
FAIRBANKS NORTH STAR BOROUGH	Service Area Roads	1]	
	Badger-Dennis Intersection	2]	
	Badger Road Bike Path	3]	
	Chena Hot Springs Road Trail	4]	
	Hagelbarger Avenue Extension	5]	
	Holmes Road - Dennis to Badger	6]	650,000
NORTH SLOPE	Point Lay - Community Roads	**7	310,000
CITY OF FAIRBANKS	No Program Submitted		464,400
CITY OF NORTH POLE	No Program Submitted		1,500
UNORGANIZED BOROUGH II			
HEALY/ANDERSON/NENANA	Local Service Roads	8]	
EUREKA	Vehicle Bridge @ Boston Cr.	9]	
BEAVER	Village Streets	10]	
EVANSVILLE	Village Streets	11]	
EAGLE	Access Road	12]	
TETLIN	Access Road	13]	1,370,000

** Refer to Map A Allocation District 4

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

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
FAIRBANKS NORTH	Arterial Streets	14.]	351,000
STAR BOROUGH	Service Area Roads	15.]	
NORTH SLOPE	Atkasook - Road to Airport	** 16.	290,000
CITY OF FAIRBANKS	No Program Submitted		125,000
CITY OF NORTH POLE	No Program Submitted		1,400
UNORGANIZED BOROUGH II			
CENTRAL	Vehicle Bridge @ Miller Creek	17.]	488,600
NORTHWAY	Village Streets	18.]	
RAMPART	Mining Access Road	19.]	
STEVENS VILLAGE	Village Streets	20.]	

** Refer to Map A Allocation District 4

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

Allocation District 2

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983 *			
FAIRBANKS NORTH STAR BOROUGH	Arterial Streets	21.]	351,000
	Service Area Roads	22.]	
NORTH SLOPE	No Program Submitted		289,300
CITY OF FAIRBANKS	No Program Submitted		125,400
CITY OF NORTH POLE	No Program Submitted		1,500
UNORGANIZED BOROUGH II			
DELTA AREA	Community Roads	23.]	502,000
FORT YUKON	City Streets	24.]	
VARIOUS LOCATIONS	Trails & Access Roads	25.]	

* Calendar Year 1983 is unfunded with present allocations.

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

Allocation District 3

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
CITY & BOROUGH OF SITKA	Price Street	1]	100,000
	Sidewalks	2]	
KETCHIKAN GATEWAY BOROUGH	Animal Shelter Access	3	20,000
CITY OF KETCHIKAN	Shoerbar Trail Lighting	4	12,500
	Cook Street Drainage	5	6,000
	4 1/2 Alley Drainage	6	13,100
	Tower Road Drainage	7	12,300
CITY OF WRANGELL	Link Road	8	10,000
	Case Avenue	9	20,000
	Cemetary Access Road	10	2,500
CITY OF PETERSBURG	City Streets or downtown parking	11	22,000
HAINES BOROUGH	Paving local streets	12	22,800
CITY & BOROUGH OF JUNEAU	Davis Avenue	13	40,000
HOONAH	Drainage on Lumbago Street	14]	
KAKE	Cemetary Access Road	15]	
PELICAN	Mussel Street - Phase II	16]	
KLAWOCK	Roadway Drainage	17]	240,000
MEYERS CHUCK	Service Trails	18]	
SKAGWAY	Sidewalk	19]	
ELFIN COVE	Boardwalk	20]	
VARIOUS LOCATIONS	Road & Trails	21]	

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

Allocation District 3

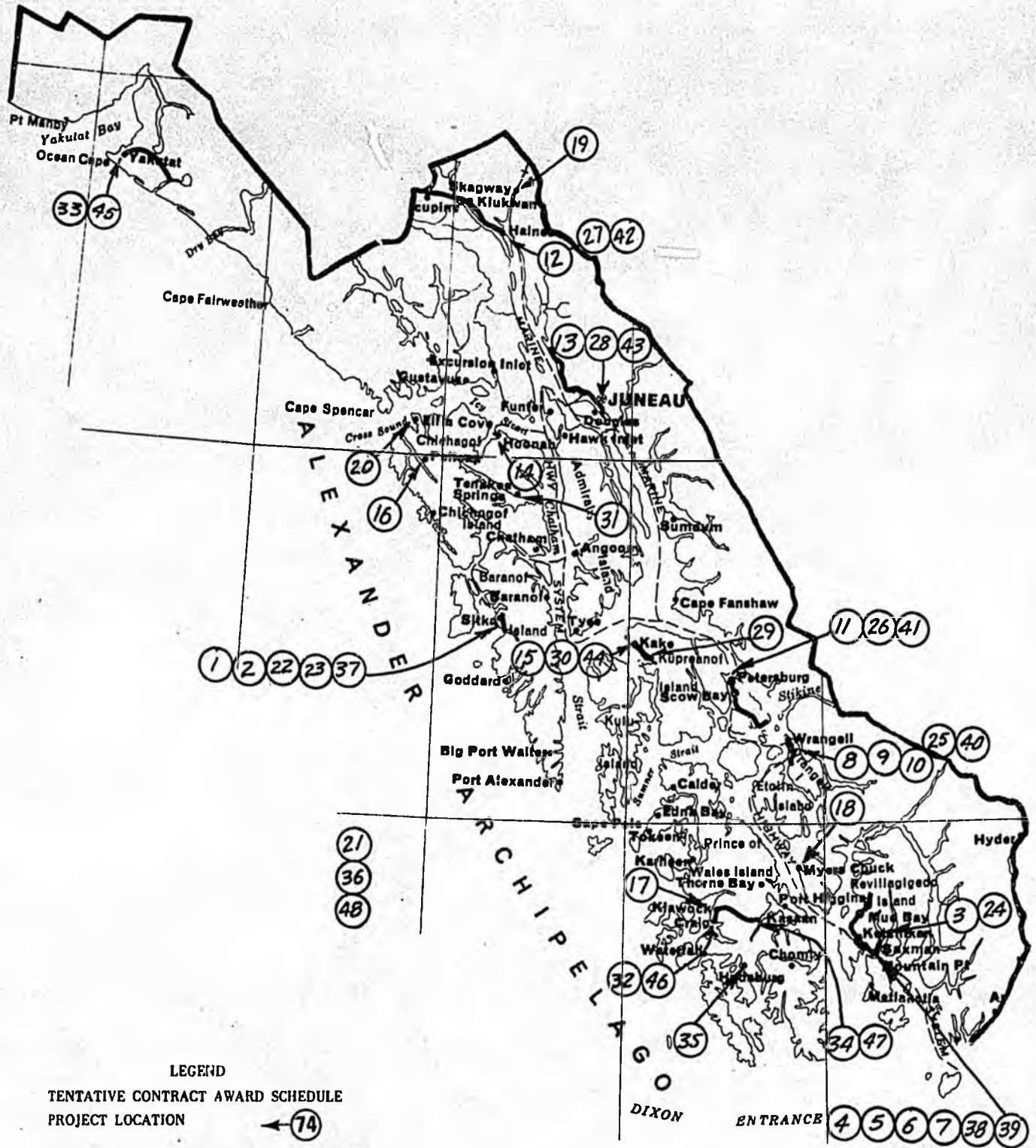
PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
CITY & BOROUGH OF SITKA	Upgrade Dodge Circle Sidewalks	22] 23]	100,000
KETCHIKAN GATEWAY BOROUGH	Access to subdivisions	24	86,700
CITY OF KETCHIKAN	Funds utilized in Calendar Year 1981		
CITY OF WRANGELL	McKinnon Street	25	22,000
CITY OF PETERSBURG	City Streets or parking	26	22,000
HAINES BOROUGH	Front Street	27	22,800
CITY & BOROUGH OF JUNEAU	Tongass Avenue and Nancy Drive	28	146,000
KUPREANOF	Petersburg Creek to Petersburg Lake Trail	29]	
KAKE	Second Street Bulkhead	30]	
TENAKEE	Service Trail	31]	
CRAIG	Beach Road	32]	240,000
YAKUTAT	Bulkheads on Bayview Drive	33]	
KASAAN	Drainage on Main Road, Phase I	34]	
HYDABURG	Drainage & Surfacing	35]	
VARIOUS LOCATIONS	Roads & Trails	36]	

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

Allocation District 3

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983*			
CITY & BOROUGH OF SITKA	Sidewalks	37	65,900
KETCHIKAN GATEWAY BOROUGH	No Program Submitted		41,000
CITY OF KETCHIKAN	Denali Avenue Drainage	38	8,900
	Alaska Avenue Drainage	39	13,100
CITY OF WRANGELL	Church St. from Zimova to Case Avenue	40	42,800
CITY OF PETERSBURG	City Streets or parking	41	21,800
HAINES BOROUGH	Fort Wm. H. Seward Boardwalk	42	22,800
CITY & BOROUGH OF JUNEAU	Radcliff Road	43	93,700
KAKE	Roadway Drainage	44]	
YAKUTAT	Access Road to Monit Bay Heights	45]	
CRAIG	6th Street, Main to Beach	46]	240,000
KASAAN	Drainage on Main Road, Ph. I	47]	
VARIOUS LOCATIONS	Roads & Trails	48]	

* Calendar Year 1983 is unfunded with present allocations.



ALLOCATION DISTRICT 3

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

Allocation District 4

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
BRISTOL BAY BOROUGH	Savonoski Road - Phase III	1	110,200
UNORGANIZED BOROUGH IV			
CENTRAL REGION			
AKOLMUIT	Boardwalk	2]	
ANIAK	Access Road	3]	
ATKA	Streets & Vehicle Bridge	4]	
ATMAUTHLUAK	Boardwalk	5]	
IVANOFF BAY	Boardwalk	6]	
KOLIGANIK	Streets & Vehicle Bridge	7]	695,000
PERRYVILLE	Vehicle Bridge	8]	
SCAMMON BAY	Access Road	9]	
TULUKSAK	Boardwalk	10]	
TUNTUTULIAK	Boardwalk	11]	
INTERIOR REGION			
KALTAG	Streets	12]	
RUBY	Streets	13]	240,000
WESTERN REGION			
ANVIK	Streets	14]	
EMMONAK	Vehicle Bridge	15]	
GRAYLING	Streets	16]	660,000
HOLY CROSS	Streets	17]	
LITTLE DIOMEDE	Foot Trail	18]	
NOORVIK	Streets	19]	
NULATO-KOYUKUK	Winter Trail Staking	20]	
GALENA			

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

Allocation District 4

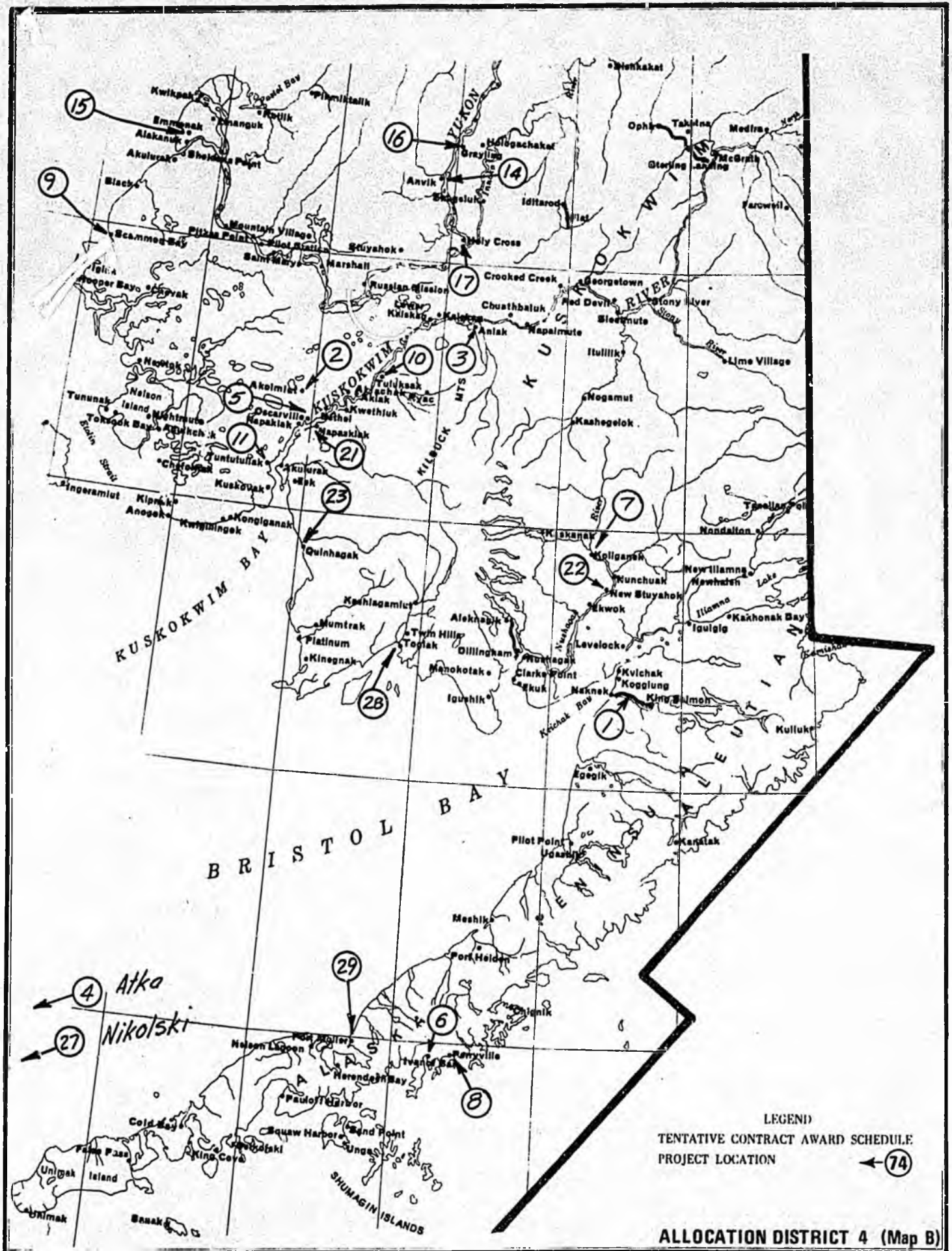
PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1982			
BRISTOL BAY BOROUGH	Funds Utilized in Calendar Year 1981		
CENTRAL REGION			
NAPAKIAK	Boardwalk	21]	
NEW STUYAHOK	City Streets	22]	203,000
QUINHAGAK	Boardwalk	23]	
INTERIOR REGION			
GALENA	Community Roads	24	62,000
WESTERN REGION			
SAVOONGA	Access Road	25]	
NULATO-KOYUK GALENA	Winter Trail Staking	26]	120,000

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

Allocation District 4

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1983*			
BRISTOL BAY BOROUGH	No Program Submitted		22,400
UNORGANIZED BOROUGH IV			
CENTRAL REGION			
NIKOLSKI	Access Road	27]	
TOGIAK	City Streets	28]	420,000
UGASHIK	Village Streets	29]	
INTERIOR REGION			
HUGHES	City Streets	30]	
HUSLIA	City Streets	31]	111,800
WESTERN REGION			
BREVIG MISSION	Boardwalk	32]	
KIANA	Access Road	33]	
KOTZEBUE	Access Road	34]	395,000
WALES	Access Road	35]	
YUKON-KOBUK	Winter Trail Staking	36]	

* Calendar Year 1983 is unfunded with present allocation.



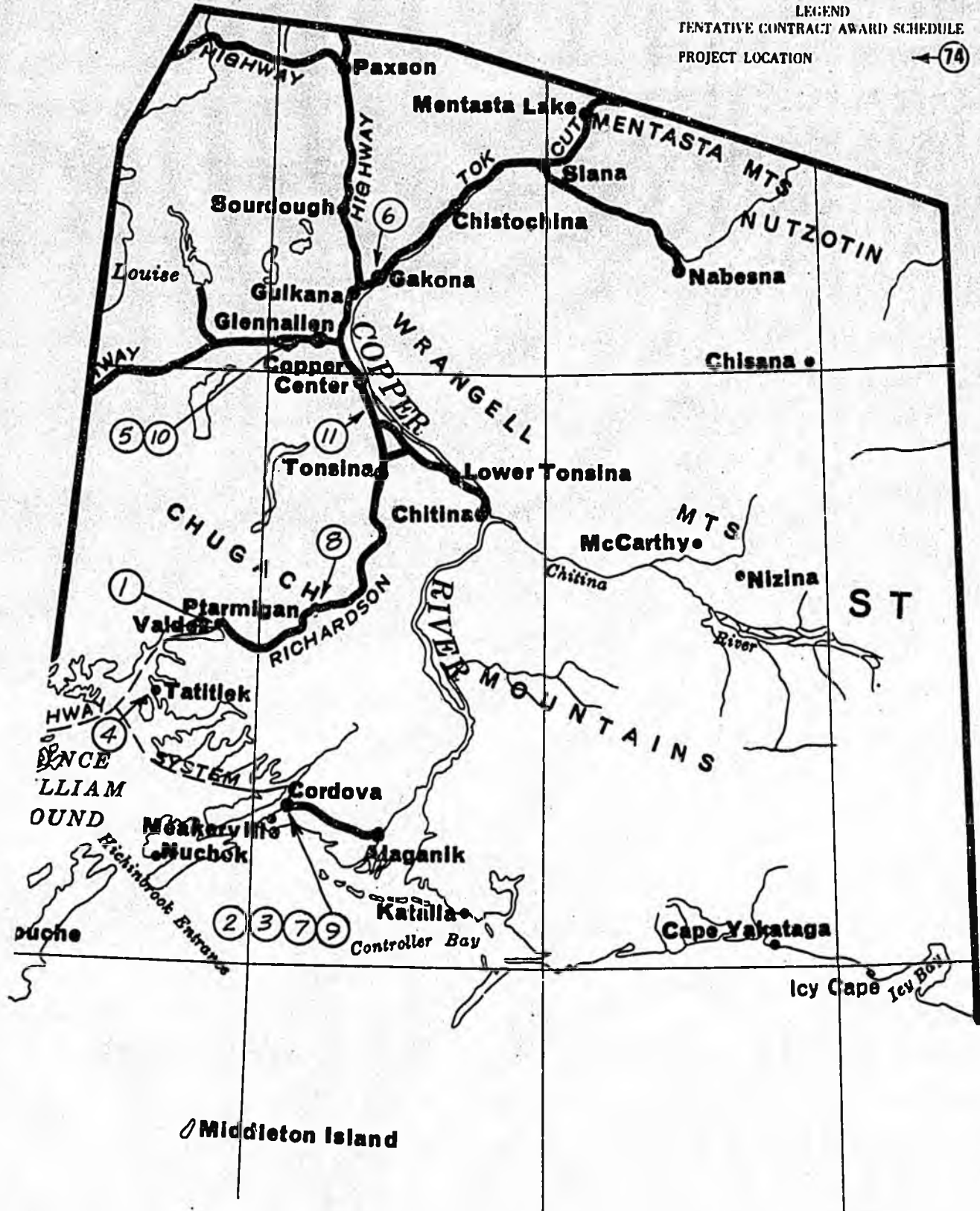
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
LOCAL SERVICE ROADS AND TRAILS

Allocation District 5

PROJECT LOCATION	PROJECT DESCRIPTION	PROJECT NUMBER	LSR&T FUNDS (DOLLARS)
Calendar Year 1981			
CITY OF VALDEZ	West Egan Drive	1.	120,800
CITY OF CORDOVA	First Street Trestle	2.	69,500
	Railroad Avenue	3.	30,500
UNORGANIZED BOROUGH V			
TATITLEK	Airport Access Road	4.]	
GLENNALLEN	School Access Road	5.]	285,000
GAKONA	Foot Bridge	6.]	
Calendar Year 1982			
CITY OF VALDEZ	Fund Utilized in Calendar Year 1981		
CITY OF CORDOVA	Second Avenue Paving, Phase I	7.	30,400
UNORGANIZED BOROUGH V			
Tzaina (Lost Lake)	Lake Access Road	8.	59,800
Calendar Year 1983*			
CITY OF VALDEZ	No Program Submitted		20,900
CITY OF CORDOVA	Second Avenue Paving, Phase II	9.	30,400
UNORGANIZED BOROUGH V			
GLENNALLEN	Village Street - Paving	10]	
TAZLINA	Copperville Subdivision	11]	142,900
	Street Paving		

* Calendar Year 1983 is unfunded with present allocations.

LEGEND
 TENTATIVE CONTRACT AWARD SCHEDULE
 PROJECT LOCATION ← (74)



Middleton Island

ALLOCATION DISTRICT 5

LSR & T... this is a road?

Some Facts About The LSR & T Program

Local Service Roads and Trails, as enacted by the legislature of the State of Alaska, is for the purpose of providing for the construction of roads and trails which are not included in the approved federal-aid primary or secondary systems which are eligible for federal-state matching funds.

The system is 100% state funded through bond issues approved by the people of Alaska. The State is divided into five allocation districts, by a formula which is based on area and population. The funds are then further allocated to the boroughs and home-rule Cities. Any funds not allocated to a local government are allocated to the unorganized borough and administered by the Department of Highways.

The program first went into effect in July of 1971 with total funding in the amount of \$5,000,000.00 of which \$629,000.00 was allocated to southeastern. A subsequent bond issue provided an additional \$838,000.00 for southeastern.

Boroughs and home-rule Cities with the capability of engineering and supervising roadway and for trail construction enter into agreement with the Department of Highways regarding the scope of a project. The Department approves design plans, authorizes advertising and award of contracts, and approves the completed project.

Within the unorganized borough the projects are handled in a variety of ways to realize the most out of the funds and to serve the best public interest. This could be by preparation of plans and advertising by the Department, by use of the local labor force, through a reimbursable agreement with another agency or a combination of the above.

Since this program was initiated in 1971, 42 projects have been completed, 11 projects are under construction, and 7 additional projects are in the planning stages, for southeastern Alaska.

Active projects include a boardwalk between the inner and outer harbors at Port Alexander, clearing of Anchorage Street in Klawock, a complete year-around trail facility in Haines, reconstruction of the boardwalk in Elfin Cove, street surfacing in Yakutat and construction of 4th Street in Craig.

A few of the major projects completed within the organized boroughs and home-rule Cities include the Carlanna Lake Road extension in Ketchikan, Outer Drive in Wrangell, and paving and grading of Davis Avenue in Juneau.

In the planning stages are projects in Sitka, Petersburg, Wrangell, Skagway, Angoon, Pelican and others.

In the scheme of road building things, there are roads that are Federal Aid Primary and there are roads that are Federal Aid Secondary. Both types are eligible for federal-state matching funds.

And then there are those roads that aren't funded at all, or at least they weren't until the Alaska State Legislature some years ago came up with approval for a bonding issue on a periodic basis to create wanted roads where no funding sources were available.

The result was LSR&T, otherwise known as Local Service Roads and Trails, and it works in this manner:

- Bond funds are allocated among the five districts under an area/population formula.

- Home rule cities and organized boroughs within the districts are given their pro-rated share.

- Unorganized boroughs have funds earmarked for their use, to be administered by the Department of Highways.

- Home rule cities and organized boroughs select their own projects with Highways acting only as an approval agency.

- Unorganized borough funds are handled in several ways, but the local village has project selection power.

Planned expenditures in 1976 for the LSR&T program total slightly over \$5 million, with nearly a half a million dollars of that amount to be spent in Southeast Alaska. Fifteen projects will be undertaken in Southeast, while the statewide total is 75.

LSR&T is road building in its basic form. There is a minimum of red tape, a maximum of local involvement, and for every dollar spent there is a visible result.

On January 19, 1973, a storm with 70 mile-an-hour winds pushed logs along on an 18.5 foot high tide and destroyed the Tinkum Creek bridge at Kasaan Village. The structure was a bridge in the sense that it crossed water, but not a bridge in the sense of a span carrying cars, trucks or trains. It carried people, and perhaps bikes. But no cars. It was a boardwalk, and certainly not eligible for federal-state matching funds.

Enter LSR&T.

On March 25, three local men were signed up to work, a project supervisor was on hand and needed materials were ordered from Ketchikan to augment the salvaged bridge lumber from the old structure. As the initial stages were underway onsite, the Ketchikan materials were inadvertently sent to Klawock. The Highway Department Maintenance Foreman there took the timbers to Hollis and placed them on the beach. The Kasaan project supervisor chartered a boat, got the lumber off the beach, and delivered it to Kasaan. On April 4

the new Tinkum Creek Bridge was finished... and relocated some 45 feet upstream where it would be safer from big storms.

Total cost..... \$4,820.00

In the spring of 1975, a huge log serving as a bridge across Indian River near Tenakee collapsed. It had been placed there in 1957 by Loyal Clark during a ten-day period that required the use of a raft, of an International tractor and of much musclepower. The log bridge was used by residents and outdoorsmen throughout the Indian river-Sunny Cove - Columbia Superior - Harley Creek - Coffee Cove area. It was sorely needed.

LSR&T again to the rescue.

Immediately following the Thanksgiving weekend in 1975, a

crew was hired and supplies were brought in by a Juneau flight service. Unhappily, the weather changed and snow delayed the project. It was rescheduled for March 1, 1976, but the winter's accumulation of snow forced another postponement.

But the work will be done under the terms of LSR&T, and when it is completed, Tenakee residents will have a double-log bridge, cabled together, and a planked walking surface. The trail which the bridge serves will also be improved.

Kasaan came in for another unique project that started in 1975 when an old boardwalk, connecting the village to the boat harbor and airplane float finally gave up the fight and surrendered to rot. When it came to the point that residents were falling through the rotting wood and being injured, a call for LSR&T was made.

Local labor was signed up, and lumber was to be supplied by the local sawmill. Work was started on August 5, but because the small mill kept chewing up engines...and the owner/operator was forced to scurry about Southeast in search of replacements...the project moved in fits and starts rather than

leaps and bounds. When winter shut things down, about 300 feet of boardwalk remained to be completed after spring startup.

This project was unique in that Kasaan had no money available, so no reimbursable services agreement could be entered into. To solve this problem, the Department of Highways set up a bank account so the weekly payroll could be handled and materials purchased. Checks were counter-signed by a village representative and by the LSR&T engineer. This arrangement has been used satisfactorily several times during the life of the LSR&T program.

Strange things do happen on LSR&T projects. One Hoonah job invoice included the cost of rifle shells...certainly no ordinary item for a highway project. But in this case, the project was the clearing of a trail and the rifle shells were needed to keep the bears at bay! And even the dogs sometimes get into the act, as was the case with that same Hoonah job. They, like the rifle shells, were used to help convince the bears that this was to be a people trail, not a bear trail.

Local labor, local material and even local dogs, all are a part of LSR&T. Money is brought into the closed loop of a village economy...jobs are created where none exist...and roads are built where they are most needed, and least affordable. LSR&T is basic people-to-people roadwork.

In defining "road", Webster says nothing about cars, trucks and trains. Those terms have been added in our minds through usage. Webster merely says that a road is "a public way for traveling upon". If your village is 1,500 feet of muck and mire away from the village boat harbor, a boardwalk is just as surely a road as is the finest stretch of eight lane superhighway in the world and a planked log spanning a 20 feet wide stream can be just as important as is the Golden Gate Bridge.

And that's what LSR&T is all about.

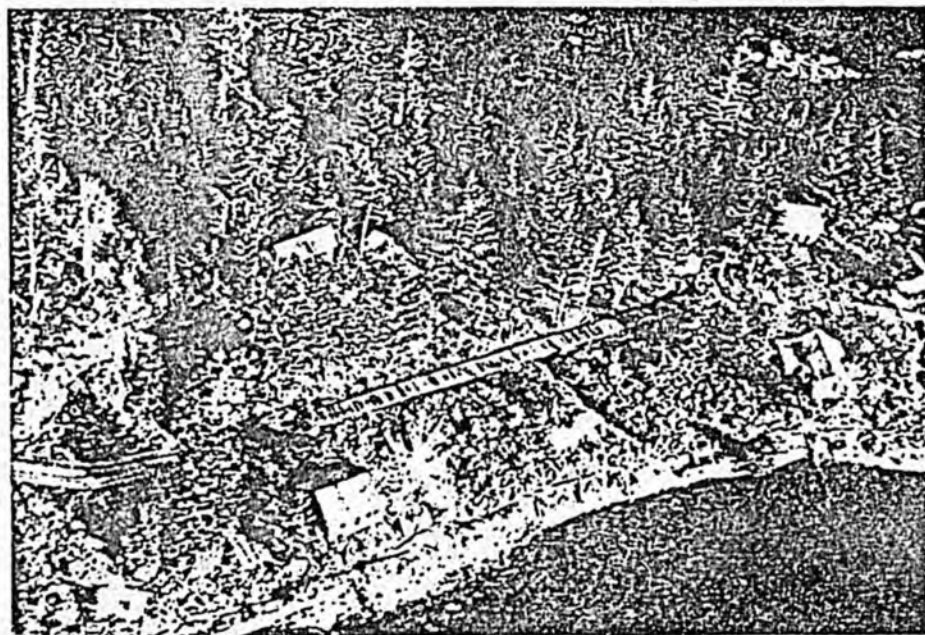
Port Alexander Boardwalk
Project G-30399

Port Alexander is a small fishing community located on the southern tip of Baranof Island. Facilities for docking are located on what is known as the Inner Harbor and the Outer Harbor, located about 1/4 mile apart. The trail between harbors is along the edge of the inlet connecting the harbors. Due to storms, tidal action and other factors, the bulkhead along the trail, and the trail itself are almost obliterated in some areas.

It was requested that LSR & T fund a trail and/or boardwalk between harbors to provide public access. As the Division of Harbors and Waters was active in the area, and helped initiate the project, it was agreed they would supervise the project and a reimburseable agreement was prepared in November, 1973 in the amount of \$34,000.00

Work commenced in the spring of 1974 under the supervision of Richard Cleaver, a local resident. Due to unavailability of gravel, the trail portion was converted to a boardwalk and an additional \$10,000.00 authorized for the project.

Completion was in June, 1976.



SOUTHEASTERN

The LSR&T Program, initiated in 1971, has been used to fund a variety of projects in almost every community in the Panhandle. Cost has ranged from a drainage project in Haines, costing \$1,300, to major street construction in Ketchikan, costing \$245,000.

Types of projects constructed include footbridges in Kasaan; housing access roads in Yakutat, Hydaburg and Klawock; trails in Metlakatla, Hoonah, Tenakee, Kasaan and Elfin Cove; road construction and reconstruction in just about every town; sidewalks, parking areas, boardwalks, drainage projects, paving, signing, stairways, and a boat launching ramp.

The LSR&T program has been flexible enough to answer the needs of the people in regard to getting them out of the mud, which was the original concept of LSR&T. Costs were kept down and the dollar stretched to the extent possible by using local labor, material and equipment whenever possible. Money was brought into the economy of the towns, jobs were created where none existed, and the people involved developed a sense of pride in their accomplishments.

Some of the projects constructed which have meant a great deal to the communities and the traveling public are listed below:

1. Kasaan Bridges and Boardwalk. Reconstructed to provide access from the harbor to town. Existing structures were completely rotten and the community had no funds.

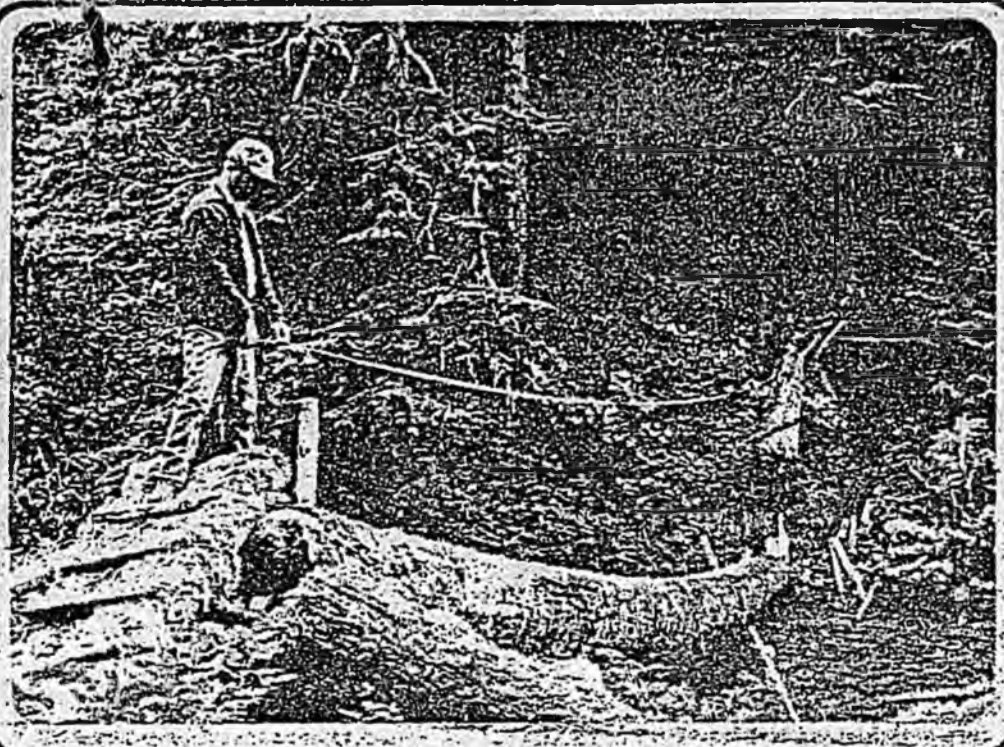
2. Pelican Landfill Access. A road constructed by the city to meet EPA requirements.
3. Kake Totem Park. A road and parking area to the site of the world's tallest totem pole.
4. Hydaburg Townsite Road. A new road to provide access to a new municipal building and housing for senior citizens.
5. Elfin Cove Boardwalk and Trail. Replacement and reconstruction of the boardwalk and trail around the cove, including material for future maintenance.
6. Port Alexander. A boardwalk to replace a washed out trail connecting the inner and outer harbors.
7. Craig Cold Storage Road. A 30' roadway to provide access to a new city shop and site of proposed highway maintenance shop.
8. Haines Trail. A year-round trail for hiking, skiing, horseback riding, snowshoeing, etc.
9. Wrangell - Outer Drive. Construction of roadway embankment, drainage and sidewalks which access new municipal building to downtown.

10. Petersburg. Replaced Birch Street Trestle along Hammar Slough, and constructed several new access roads.

11. Juneau. Sidewalks, drainage, paving of local streets, including Evergreen Bowl Access, Trinity Drive, Memorial Drive and Riverside Drive.

These are only a few of the projects constructed under the program in the past ten years. As can be expected, each project is unique and in the villages sometimes innovation is the key to success.

Attached are excerpts from the April 1976 issue of The New Alaskan which had several interesting LSR&T projects featured.



TENAKEE-INDIAN RIVER BRIDGE

The log spanning the Indian River, about one mile east of Tenakee collapsed in the spring of 1975. This crossing provided access to hunting and fishing areas for residents and outdoorsmen from south-east, and also access for home owners at Sunny Cove, Columbia, Superior, Harley Creek and Coffee Cove. Old bridge was placed by Loyal H. Clark in the spring of 1957. The tree came from the east side of Kadashan Bay, about 1/2 mile back from the beach in an area Bill Tonsgard logged. He used a TD-14 International Tractor to yard the log out and towed it across the inlet. The job was done by Mr. Clark alone, and took about 10 days. He rafted the tractor across the inlet and back, which he says was very time consuming.

The Department agreed to assist Tenakee in replacing this bridge, and arrangements were made to begin work directly after the Thanksgiving weekend last fall. Supplies were delivered to the site by Channel Flying of Juneau on November 28, 1975. The following day the temperature dropped sharply and it began to snow. It was decided to delay the project until the weather improved. Plans were made recently to begin work March 1, but once again the weather didn't cooperate.

The replacement bridge will be placed several hundred feet downstream and will consist of 2 logs placed side by side, cabled together and planked to provide a walking surface. The east Tenakee trail will also be improved at the same time. The forman for construction of the bridge will be Thomas Jack, of Hoonah, who resided in Tenakee previously. Don McGee will be forman for the remaining work. All work will be done using local labor. Mayor of Tenakee, Bob Pegues, initiated the project.

Hoonah — Spasski Trail

The Spasski Trail was originally upgraded by the Forest Service in 1938 and 1939, and probably maintained by the Forest Service until some time in the 1960's. The trail connects Hoonah to Spasski Bay, a distance of approximately 3½ miles. The trail was heavily overgrown and several gullies and muskeg areas required crossings. The trail was usable, but just barely.

It was agreed to upgrade the trail to make it usable for recreational purposes such as hiking, hunting, snowshoeing, etc. Work was begun on September 8, 1975, with Thomas Jack as foreman. The size of the crew was usually about eight men, all labor was local.

One of the cost items in the project was rifle shells, as the brown bears in the area also liked to use the trail. Dogs were usually kept with the crews to help keep the bears away.

The trail was completed to Spasski Bay the first week in October.

Also, as part of the project, it was agreed to construct a stairway down "Jackass Pass" which is a portion of undeveloped roadway between Hill Street and Hemlock Avenue. This is a very steep area which was utilized by a number of people, including older residents as a shortcut to town. According to Mayor Miles Murphy, it wasn't really any shorter, but people seemed to use it anyway. The same crew did the work on this project and it was completed in early November.



HOONAH BULKHEAD
Project G-30182

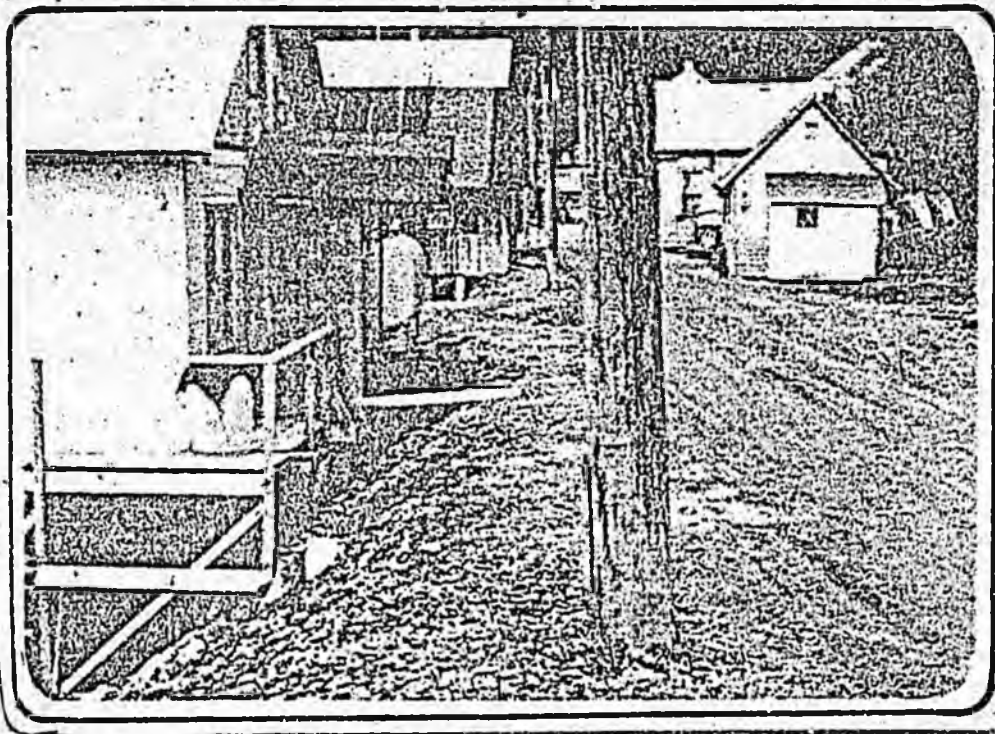
The purpose of this project was twofold. First to reinforce the log bulkhead along Front Street in Hoonah, and secondly to afford a measure of shore protection in areas where there was no bulkhead.

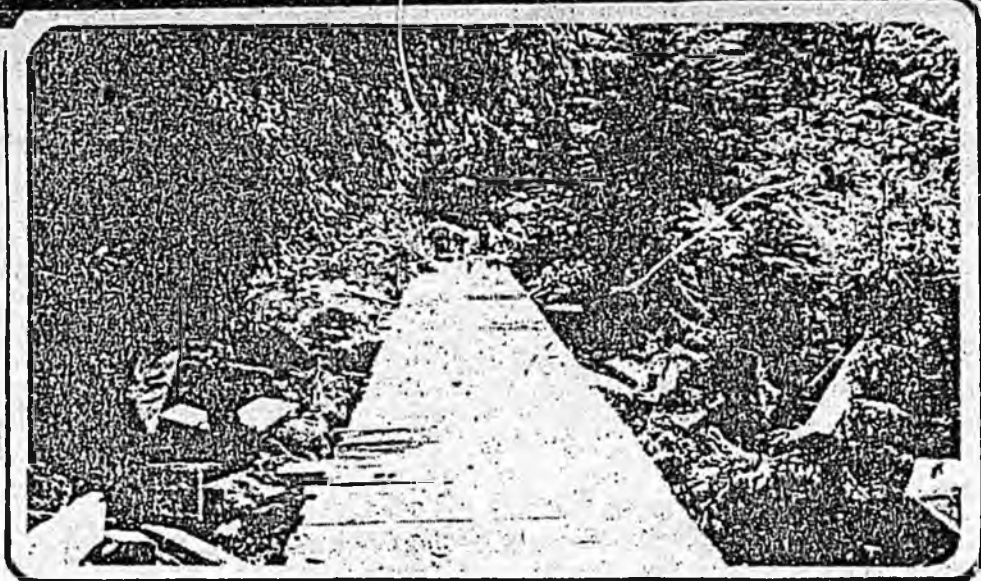
The project was initially designed and advertised by the Department of Highways, but the bids received were considerably over the engineers estimate, and were rejected. It was subsequently agreed between the Department and the City of Hoonah that the City would provide the labor and equipment on a reimbursable basis, and highways would supervise the work.

The work force consisted of Millard Carteel, Charles Bennett and Frank Wright, St. The LSR&T Superintendent was Roger Polley.

Work started in November, 1972, and consisted of building demolition and carpentry work until winter shutdown. Work commenced on the project in April, under supervision of Kelly St. Clair, of Hoonah. He was appointed by Mayor Frank See and approved and hired by the Department.

Rock was obtained from the Bureau of Indian Affairs quarry and the project was completed on May 22, 1973.





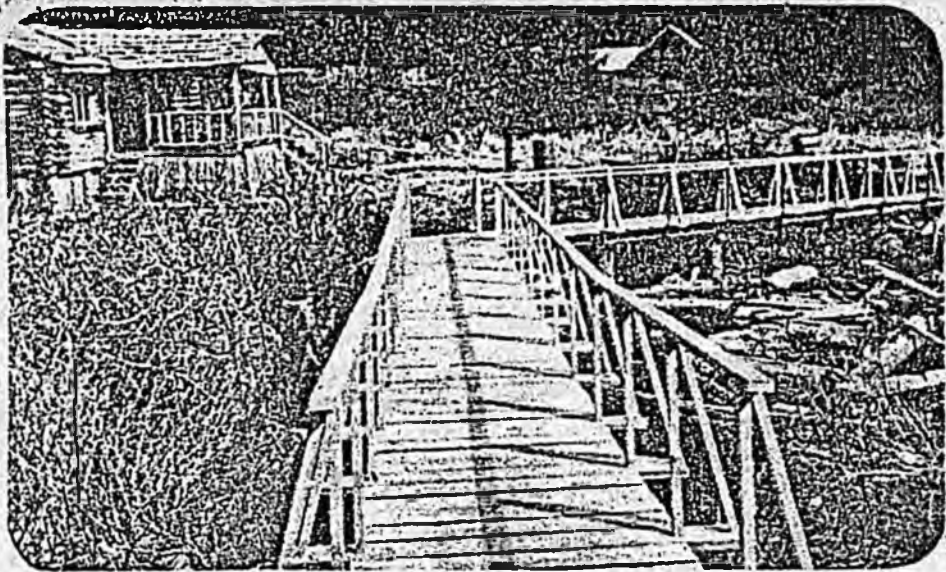
Kasaan, Boardwalk

The purpose of this project was to connect the Village of Kasaan to the boat harbor and airplane float, a distance of approximately 1,000 feet. The existing boardwalk was completely rotten, and injuries had been caused due to people falling through the walk.

It was agreed that the lumber would be purchased from Mr. B.G. Morrison who has a small sawmill on the beach at Kasaan, and that the labor would be performed by local residents.

Work was started August 5th and proceeded by fits and starts until November, when a lack of material halted the project. A lack of lumber halted the project several times, as the mill had a habit of eating up its engines and Mr. Morrison was kept busy looking for replacements. The project lacks about 300 feet of being completed. The remaining material is being acquired from Ketchikan, and the project should be completed soon.

A unique aspect of this project is that the village had no monies available, and the project could not be set up on a reimbursement basis. A bank account was established for the project by the Department so weekly payroll could be handled, and materials purchased. The checks require the signature of a village representative and the Local Service Roads and Trails Engineer. This arrangement has been used several times with satisfactory results.



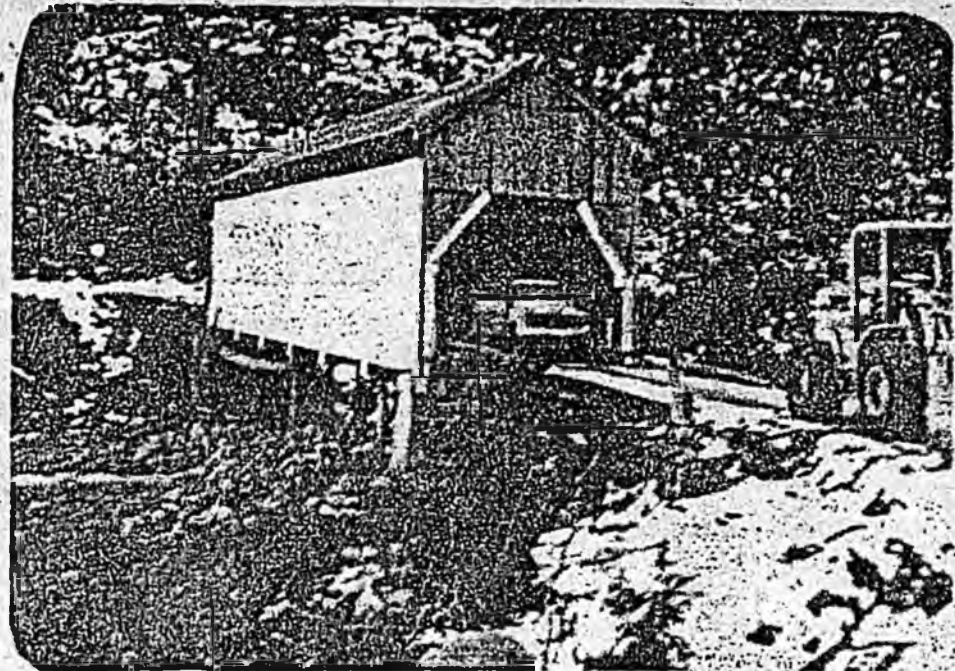
KASAAN VILLIAGE-BRIDGE RECONSTRUCTION

The objective of this project was to reconstruct the Tinkum Creek Bridge, and to redeck the Linkum Creek Bridge. The Tinkum Creek Bridge was constructed under L.S.R. & T. Project C-30019, and was completed on the 29th of September at a cost of \$2,237.23.

The above referenced bridge was destroyed on January 19, 1973 when attacked by drifting logs carried by storm sea wave's generated by 70 mile per hour winds during an 18.5 foot high tide.

A field inspection indicated that the bridge would require relocation above the tidal area, to prevent a reoccurring damage. This was apparent by the presents of log strewn beaches adjacent to the bridge site. Most of the existing bridge lumber could be salvaged and reused in the new structure. The new bridge was relocated 45 feet up stream and paralleling the preceding site.

The grant of right of way easement and petition was signed on the 23rd of February. Construction began on March 25, with the arrival of Dale Henkins, project supervisor, in Kasaan. Alton McAllister, David Peele and Dexter Wallace were hired and work began on the project. The lumber was picked up and delivered to Ketchikan Transportation Company, by Ketchikan maintenance forces. The lumber was inadvertently loaded and shipped to Klawock by the Ketchikan Transportation Company. Klawock Maintenance Forman, Louis Seltzer transported the lumber to Hollis, placing the lumber on the beach. Dale Henkins chartered the seine boat, Glenda Joe, to pick up the lumber in Hollis and delivered it to the Kasaan project. The project was completed on the 4th of April at a cost of \$4,820.00.



HYDER — TEXAS CREEK BRIDGE

The Texas Creek Bridge, located 7½ miles north of Hyder, is said to be the last remaining covered bridge in Alaska, and is sought by tourists utilizing the Stewart, B.C. road connection.

The bridge was constructed by the Territorial Road Commission in 1928, and provides the only access to the west bank of the creek.

The winters of 1970 and 1971 badly damaged the main support members of the bridge, and without repairs it was doubtful the bridge could hold up under heavy wind and snow loads of another winter.

At a public meeting held in Hyder in September of 1972, it was agreed to make repairs to the bridge utilizing LSR&T funds. The various companies in Hyder having suitable equipment to perform the work were contacted and requested to furnish rental prices on equipment. Mr. Glen Wilkes of G.W. Logging submitted acceptable prices and was awarded the work.

Temporary repairs took eight days to accomplish. The repairs consisted of placing a 60 foot stringer under the damaged chord and installing three bents. These were reinforced with large boulders and river run from the creek, which also cleared the channel area to allow freer flow. Four sets of cross braces were installed inside the bridge, completing the job.

According to a report from Lawrence Marx, Highway Maintenance Foreman in Hyder, this strengthened the bridge to a point where traffic could utilize the bridge once again.

STATE
of ALASKA

MEMORANDUM

TO: Charles D. Karelia
State LSR&T Engineer
DOT/PF
Headquarters/Juneau

DATE: November 24, 1982

FILE NO:

TELEPHONE NO: 443-5266

FROM: Jeffrey S. Chandler *JSC*
Acting LSR&T Manager
DOT/PF
Interior Region/Nome Residency

SUBJECT: LSR&T Program In Rural Communities

In response to your enquiry regarding the involvement of the Local Service Roads and Trails Program in rural communities of Western Alaska, and the attitudes held by the rural communities towards the Program, I offer the following information.

The LSR&T Program generally has been highly regarded and supported by the bush communities. The underlying reasons for this are as follows:

I. LOCAL PRIORITIES

The City Council of each community sets the priorities for local service projects needed in that community.

This process insures the Program's responsiveness to local needs. Within the limits of available funding, a community may designate access roads, local streets, bridges, boardwalks, or trail repairs for inclusion under the Program. Since LSR&T is primarily a reimbursement program, the local governing body may start construction as soon as a Project Agreement is approved and materials or equipment available, and is then reimbursed periodically for expenses. For larger heavy construction projects utilizing State equipment or a private contractor, costs are generally paid directly by the State.

II. LOCAL INVOLVEMENT

The local community has direct input into all phases of each project, from planning through construction.

The scope of the project selected is determined by the City Council, within the limits of sound engineering principles. For locally constructed projects, flexibility is preserved through the construction phase, allowing alterations to accommodate local concerns which may not have been anticipated initially. Although LSR&T administers the project, it is basically a community enterprise in which the community shares responsibility. Through cooperative effort the State provides a helping hand rather than a hand-out. A completed project becomes a source of pride for residents of a rural community because they were integrally involved in creating the end product.

III. LOCAL HIRE

Locally hired crews are employed to construct most rural LSR&T projects.

With labor intensive projects such as boardwalks and trail construction, the crew is hired locally by the local governing body which also appoints a local foreman.

Day to day operations of small scale heavy construction projects involving local equipment are also handled by a local foreman. On larger heavy construction projects involving State equipment, LSR&T may provide a foreman and/or a heavy-duty mechanic, while the construction crew is hired locally. In the event the local labor pool is exhausted, workers are generally sought from neighboring villages. The primary exception to this procedure occurs when a project has been let to contract, where hiring is done by a contractor whose policies generally tend to be more restrictive than those of local managers.

IV. LOCAL TRAINING

Training of local residents in new skills is necessary for most remote LSR&T road projects.

It is unusual to find the required number of qualified equipment operators and truck drivers locally available for the typical local road construction project. Training is therefore provided by an LSR&T representative or designated foreman and mechanic. Emphasis is placed on proper equipment care and usage, not only for safety reasons, but also to avoid unnecessary downtime. Safety awareness is encouraged through the life of a project in order to reduce the chances for injury or accident. This policy of training employees allows a greater proportion of local residents to obtain jobs than is the case with contractors, who generally require skilled workers for available positions. It also results in an added benefit outlasting the life of the project: a pool of trained workers who may be able to later obtain jobs for which they were previously unqualified.

V. LOCAL EQUIPMENT

Local equipment, public or private, is utilized for heavy construction projects whenever available.

For local road projects, LSR&T encourages the use of locally available equipment: from the local governing body, from DOT/PF, or from other public or private sources, in any combination necessary to perform the work. This practice results in substantial cost savings and production increases for the project, by avoiding the extra costs of mobilizing equipment from outside the community. LSR&T also has its own construction fleet, which is generally moved from project to project on an annual basis to supplement local equipment. In the event that adequate equipment is not available either locally or from LSR&T, and when private enterprise is available, then a project is generally put to contract with a contractor who is preferably already mobilized on site. It should be noted here that due to age and the phase-out of the LSR&T Program, most of the LSR&T equipment fleet will have been exceeded by the end of the year.

VI. REGION WIDE PROJECTS

All local communities in the Nome Residency area are eligible for participation in LSR&T's region-wide projects.

Winter Trail Staking and Shelter Cabins are two projects in which most rural communities participate annually. Although a limited amount of funds are available, these are distributed among local communities to help defray the costs of marking trails each winter, and the costs of putting up shelter cabins on the most heavily used trails for the use of the traveling public. A limited number of permanent trail markers are installed each year during Trail Staking. Permanent trail markers could be installed on the 1,400 miles of primary overland

trails in the Nome Residency area within two years, if current funding levels were doubled.

VII. PROFESSIONAL SUPPORT

Technical support services are provided to each project in proportion to the demands of the project and the needs of the community.

Engineering, supervisory, mechanical expertise, and expediting services are available for each LSR&T administered project. Where sufficient local initiative, labor, and expertise is available, periodic visits of the LSR&T Engineer is all that is required, resulting in lower administrative charges to the project. For small scale heavy construction projects, LSR&T provides a highly qualified roving heavy-duty mechanic, who periodically visits each project as needed to assist the local foreman in handling complex emergency mechanical repairs. For larger scale projects, the LSR&T Engineer or designated representative may direct the project and provide experienced foreman and qualified heavy-duty mechanic for the duration of the work. The key to this approach is flexibility: the fewer the resources of a local community, and/or the more complex the nature of the project, the greater the level of direct assistance provided, and vice-versa.

VIII. ADMINISTRATIVE SUPPORT

Most rural communities need some administrative support to keep their projects from bogging down.

This applies to a majority of local development projects involving local administration, whether funded through LSR&T, special legislative appropriations expended through LSR&T, or direct legislative grants to the villages. This need can be met by consulting engineering firms and contractors where funds are sufficient. However, for smaller projects a little common sense advice and direction is frequently all that is required, rather than a costly and lengthy study which doesn't help the local governing body with the day to day problems associated with doing its own construction projects. Although not mandated to do so, LSR&T has been providing technical information, quantity and cost estimates, and alternative recommendations to villages seeking guidance for the application of their direct grants for new construction equipment, new equipment storage buildings, and local transportation-related construction projects. The Nome office has handled seventeen such calls from different villages in the last five months.

IX. SUMMARY

Given the limits of available funding for rural areas, the LSR&T Program has made some substantial contributions in helping local communities to meet their own transportation needs. By and large, remote communities have not requested advanced development projects. Basic projects have been the rule, providing boardwalks, access roads, or streets for the community, frequently for the first time. Additionally, the Program has received strong support from the Bering Straits and NANA Regional Native Corporations, in the form of streamlined permit procedures, free use materials, and expedited right-of-way reconveyance agreements. Finally, the LSR&T Program has retained the flexibility to fund those projects requested by villages which have not been addressed through the legislative process under line-item appropriations or specific grants. Hopefully this information will assist in the evaluation of the LSR&T Program as it has functioned in the Nome Residency, and contribute to the formation of a policy or program through which rural communities may continue to receive State support in alleviating their transportation problems.

MEMORANDUM

State of Alaska Department of Transportation & Public Facilities

TO: C.D. Karella
State LSR&T Engineer
Juneau

DATE: November 15, 1982

FILE NO:

TELEPHONE NO:

FROM: D.S. Ronken *DR*
LSR&T Engineer
Fairbanks

SUBJECT: LSR&T Program

In response to our telephone conversation of 11/5/82, I have informed J. Chandler at Nome to supply you with the information you requested regarding the LSR&T Program in the bush communities.

I have been in contact with the local governments and the comments received from them regarding the LSR&T Program are as follows:

Since local roads and streets are always in need of improvement the local governments would like all the funds they can possibly obtain for roadway construction.

The local governments without road powers feel that the DOT/PF has too much control over the funds. They object to some of the conditions stated in Section "C" of the project agreement.

The local governments however, do like the flexibility of the Program, i.e.:

- 1) Various types of construction that can be funded
- 2) Project funding can be changed to cover overrun, providing funds remain in their allocations
- 3) LSR&T Construction Program submitted (priority list) can be changed, if for some reason the local needs change

Some local governments in the Fairbanks area feel that the manner in which funds are allocated based on population by the latest federal census should be changed. With the population in the Fairbanks area increasing every year and the allocation based on the latest census of 1980 which has been questioned by the local government, they feel the present system leaves much to be desired.

In summary, the local governments like the program and would like to see it refunded. The funds obtained through the LSR&T Program are not sufficient to cover the road improvement needs, but all funds that can be obtained to improve the local transportation system will be accepted by the local governments providing the conditions for its acceptance do not change.

MEMORANDUM

State of Alaska

TO: Charles Karella
State LSR&T Engineer
Highways Design and Construction

DATE: November 23, 1984

FILE NO: 245C-2519

TELEPHONE NO: 266-1542

FROM: Robert L. Haneline *RPH*
Central Regional
LSR&T Engineer

SUBJECT: LSR&T Program
Justification &
Impacts

In presenting an overview of the existing LSR&T program and its possible future direction the following is offered for consideration.

There is a subtle but potentially significant change underway in the thinking regarding the pending phase-out of the LSR&T program. Many people are increasingly considering as realistic the possibility that the proposed phase-out of the LSR&T program might take place. This was apparent at a number of meetings just completed in Anchorage (State Planners Meeting), Fairbanks (Municipal Leagues Meeting), Kotzebue (Traditional Council Presidents Meeting) and Bethel (Traditional Council Presidents Meeting) where the attitude was one of apprehension and concern.

As the realities of the program possibly being abandoned come closer, it is apparent there is a need to address some of the significant impacts of the program not being available.

It has become increasingly apparent, and properly so, that a lot of the "bush" needs cannot be addressed by the State C.I.P. program. Smaller projects are required to compete with larger projects for available funding resources on a regional basis, severely limiting their chances for funding. The mechanisms of a lot of the smaller communities to supply the necessary expertise are limited due to isolated conditions and communication problems. Most "bush" communities do not have the internal resources to help themselves, and often lack the technical background to effectively determine if they are getting what they pay for. Even if given direct grants, use of the monies may not be maximized due to the lack of knowledge on how to best utilize existing resources to efficiently accomplish set goals. This is nourishing doubt as to the direction being taken and is evident to the obvious appeal the LSR&T Program has to a broad popular support.

As the State has a sizable responsibility to "bush" communities, it seems appropriate that the State give some attention to identifying ways in which this commitment to smaller communities will reap the highest return.

A productive example of effective channeling of State funds into "bush" communities is the LSR&T Program. There are many ways in which the State and "bush" communities, alike, have benefited from the creation of the LSR&T Program, where the attitude toward community improvements is that of participation and self-help rather than that of being subsidized at someone else's expense, something not to be considered as the primary purpose or intent of the program, but only mentioned here as it serves to reflect on another positive factor to be contemplated when evaluating the importance of the LSR&T program.

The LSR&T Program may not ~~be~~ represent the total solution to providing for the needs of the "bush" communities, but it is certainly a step that provides economics of scale where other programs cannot provide the same end results for the dollars available. Admittedly, there are some problems with the program, but no one can deny the great benefits of the program. What the LSR&T Program expresses and provides is a sensitivity to "bush" needs, an opportunity for "bush" communities to recognize and fulfill the responsibilities of their communities and to directly contribute to the construction of their transportation needs. This direct involvement instills a sense of community pride in the work accomplished, which normally results in greater care being exercised in the general treatment of the finished construction product. The LSR&T Program provides the necessary link between the State's investment in terms of monies spent and in terms of meeting "bush" transportation needs that might not otherwise be met.

It is felt the LSR&T Program, being the small State Section that it is, accomplishes positive results for the State for a minimal investment compared to larger programs with higher overhead costs.

The present portfolio of the LSR&T Section of the Department of Transportation and Public Facilities consists of hundreds of projects totaling millions of dollars. These projects vary in scope from simple boardwalk and footbridge projects to massive, multilane, arterial highway systems. This project versatility is a reflection of the flexibility developed by members of the LSR&T staff which, balanced against the "bush" needs, succeeds in effectively accomplishing set goals.

None of this is to suggest the LSR&T Program is beyond reproach. But only to say that a great deal of energy and money have been invested in the development of the LSR&T Program, resulting in the efficient workable program it is today. To abandon a program that fills needs that otherwise may not be met seems contrary to the best interest of the State. It is plain that awareness and open minds are required in the final decision making process.

Alaska State Legislature

SENATOR
H. PAPPY MOSS
P.O. BOX 182
DELTA JUNCTION, ALASKA 99737
9071895-4384



WHILE IN JUNEAU
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JUNEAU, ALASKA
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9071465-4521

State Senate

MEMORANDUM

Date: February 9, 1983

Subject: Some DOT/PF Correspondence Concerning the Local Service
Roads and Trails Program

To: Committee Members
Senate Transportation Committee

From: Senator H. Pappy Moss, Chairman,
Senate Transportation Committee *HPM*

Please find attached three pieces of correspondence included to provide some documentation on the position of DOT/PF regarding the LSRT program.

The first letter, dated November 24, 1982, is included to illustrate the response given by DOT/PF to local communities requesting funding under the LSRT program. The bracketed portion is highlighted as the relevant text concerning DOT/PF's philosophy toward the program.

The second letter, dated April 16, 1982, is included to provide an example of a local community's response to DOT/PF's attitude toward the LSRT program.

The third piece of correspondence is included to show the positive attitude of DOT/PF field managers toward the program.

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
Division of Planning and Programming, Interior/Western Region

University Plaza - West, Suite D
600 University Avenue
Fairbanks, Alaska 99701
(907) 479-4284

November 29, 1982

Robert L. Brean
Executive Director
Upper Tanana Development Corporation
P.O. Box 459
Tok, AK 99780

Dear Mr. Brean:

RE: Tok Homesite Tract Road

We are responding to your letter of November 1, 1982 to Mr. Don Ronken, Regional Local Service Roads and Trails Engineer, regarding an access road to Homesite Tract ASL Survey #77-164.

The Department has not requested funding for continuance of the Local Service Roads and Trails Program in recent budget requests, since the functions of this program have been largely supplanted in recent years by the Municipal Grant Program and by line item appropriations added by the legislature to our Departmental request. Determination of projects to be added as grants or line item insertions is a prerogative of the legislature.

This policy has enabled the Department to concentrate its resources on the urgent needs of the regional transportation system, from reconstruction and rehabilitation of the existing major roads and bridges to upgrading essential rural airport runways and lighting systems.

Our statewide transportation needs assessment already includes in excess of four billion dollars worth of needed improvements to the existing system. This tremendous backlog of identified projects coupled with the reduced state revenues now being projected makes it increasingly difficult to include in our budget our priorities for the facility improvements required for inter-community transportation, and certainly precludes us from budgeting for new facilities to service strictly local needs.

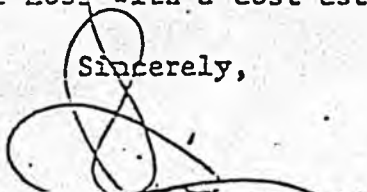
While your request is relatively small and for good purposes, there are far too many local needs of this type in our region for us to make an exception to our policies for your particular request.

November 29, 1982

We would be happy to provide technical assistance, in terms of engineering expertise and cost estimates, but are unable to include an actual funding request in our annual Capital Improvement Program.

Given these situations in relationship to your immediate need, it is suggested that you contact your local legislative contingent to ascertain if they might be willing to include a grant or appropriation for the access road during the coming session. We will be forwarding a copy of your letter to Senator Moss with a cost estimate.

Sincerely,

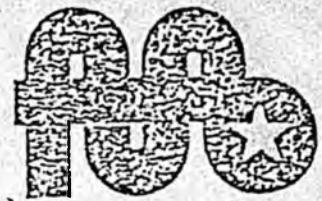


Robert R. Venusti
Director

cc: Senator H. "Pappy" Moss ✓

fairbanks north star borough

p.o. box 1267 520 fifth ave. fairbanks, alaska 99707 907-452-4761



April 16, 1982

Commissioner Bob Ward
State of Alaska
Department of Transportation
Pouch Z
Juneau AK 99811

Dear Commissioner *Bob* Ward:

I am responding to your March 12 letter in which you expressed your plans to phase out the Local Service Roads and Trails program.

I regret that you feel the need for this action, since the LSR&T Program provides a real and an essential service to people in this area. I do understand the impact of this program on your department and the problems which can arise--and have done so--in this regard. I would ask, however, that we first attempt to safeguard these services to the public and attempt to prevent the negative consequences which an abrupt elimination of the program would generate.

Your letter makes several statements with which I cannot concur, at least in regard to the comments on local government.

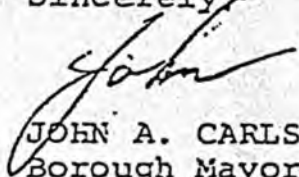
I think we are all aware that the state capital projects funding to local governments, as well as to state agencies, is being drastically reduced this year because of declining revenues to the State of Alaska. The special capital project funds we have received in the last two years have been for one-time activities and were specifically designed not to involve the Borough in expanded program operations.

Consequently, I can assure you that we do not have special funds in reserve which could be called upon to fund phased-out LSR&T activities. I would ask that, in view of the serious consequences which could flow from the elimination of this program, that DOT officials contact

Commissioner Bob Ward
April 16, 1982
Page two

their appropriate Borough counterparts to discuss ways and means by which a mutually beneficial arrangement might be reached, without first taking action that might later result in some harm to the public at large.

Sincerely,



JOHN A. CARLSON
Borough Mayor

/sek

TO Charles D. Karella
State LSR&T Engineer
DOT/PF
Headquarters/Juneau

DATE November 24, 1982

FILE NO

TELEPHONE NO. 443-5266

FROM Jeffrey S. Chandler *JSC*
Acting LSR&T Manager
DOT/PF
Interior Region/Nome Residency

SUBJECT: LSR&T Program In Rural Communities

In response to your enquiry regarding the involvement of the Local Service Roads and Trails Program in rural communities of Western Alaska, and the attitudes held by the rural communities towards the Program, I offer the following information.

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TESTIMONY OF
SENATOR FRANK R. FERGUSON
ON SENATE BILL 7 BEFORE THE
SENATE TRANSPORTATION COMMITTEE

SENATE BILL 7 PROVIDES FOR A SUPPLEMENTAL APPROPRIATION TO THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES FOR \$10 MILLION FOR THE LOCAL SERVICE ROADS AND TRAILS (LSR&T) PROGRAM.

THE LSR & T PROGRAM IS A PROGRAM OF VITAL IMPORTANCE TO BOTH URRAN AND RURAL COMMUNITIES. THE PROGRAM OFFERS FUNDING FOR CONSTRUCTION OF LOCAL ROADS AND TRAILS THAT ARE NOT ELIGIBLE TO RECEIVE FEDERAL HIGHWAY FUNDING.

LAST YEAR, THE HAMMOND ADMINISTRATION BEGAN A PHASE-OUT OF THE LSR & T PROGRAM. THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES HAS STATED PUBLICLY THE REASONS FOR THE LSR & T PHASE-OUT IS DUE TO THE MUNICIPAL GRANT PROGRAM AND LINE ITEM APPROPRIATIONS. THIS EXPLANATION IS LACKING IN SUBSTANCE.

FIRST, LINE ITEM APPROPRIATIONS AND MUNICIPAL GRANTS ARE, IN

MOST CASES, THE SAME THING. WHEN MAKING A LINE ITEM APPROPRIATION TO A COMMUNITY, THE LEGISLATURE DESIGNATES IT AS A MUNICIPAL GRANT. THE MUNICIPAL GRANT PROGRAM IS NOT A PROGRAM FUNDED BY THE LEGISLATURE BUT RATHER A PROCEDURE ALLOWING THE STATE TO CONTRACT WITH LOCAL COMMUNITIES.

SECOND, APPROPRIATIONS TO LOCAL COMMUNITIES BY THE LEGISLATURE HAVE NEVER BEEN SUFFICIENT TO MEET THE EXISTING TRANSPORTATION NEEDS. THE LSR & T PROGRAM HAS ALWAYS BEEN LOOKED UPON BY THE LEGISLATURE AS A WAY TO FUND PROJECTS THE ADMINISTRATION AND LEGISLATURE WERE NOT ABLE TO CONSIDER DUE TO TIME CONSTRAINTS BUT WERE IN NEED OF CONSTRUCTION OR REPAIR IMMEDIATELY.

THE \$10 MILLION SUPPLEMENTAL WILL ALLOW THE DEPARTMENT TO ENTER INTO AGREEMENTS WITH LOCAL COMMUNITIES FOR PROJECTS THAT HAVE BEEN IDENTIFIED AS IN NEED OF FUNDING. BECAUSE OF THE PHASE-OUT, THE DEPARTMENT HAS BEEN TRYING TO CLOSE OUT PROJECTS AND NOT ENTERING INTO CONTRACTS FOR PROJECTS THEY KNOW NEED FUNDING. THE MEMORANDUM IN YOUR PACKETS FROM

SENATOR MOSS INDICATES THAT APPROXIMATELY \$2,818,000 IS AVAILABLE FOR FUNDING THROUGH THE END OF THE FISCAL YEAR. ACTUALLY, THE \$2,818,000 IS COMMITTED BUT NOT UNDER AGREEMENT.

IN THE PAST, DOT HAS RECEIVED \$10 MILLION DOLLARS TO COVER A TWO-YEAR PERIOD FOR THE LSR & T PROGRAM. SINCE THE LSR & T PROGRAM DID NOT RECEIVE FUNDING THIS FISCAL YEAR, THE \$10 MILLION WILL ALLOW THE DEPARTMENT TO ENTER INTO AGREEMENTS FOR NEW PROJECTS THIS CONSTRUCTION SEASON, AND CONTINUE OPERATIONS INTO THE NEXT FISCAL YEAR.

Introduced: 1/18/83
Referred: Transportation
and Finance

Funding Information
General Fund \$10,000,000
Other Funds -0-
\$10,000,000

BY FERGUSON, KERTTULA
AND MOSS

1 IN THE SENATE

2

SENATE BILL NO. 7

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

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

10

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

11

* Section 1. The sum of \$10,000,000 is appropriated from the general
12 fund to the Department of Transportation and Public Facilities for grants
13 for local service roads and trails authorized by AS 19.30.111 - 19.30.251.

14

* Sec. 2. This Act takes effect immediately in accordance with AS 01.-
15 10.070(c).

Introduced: 1/18/83
Referred: Transportation
and Finance

<u>Funding Information</u>	
General Fund	\$10,000,000
Other Funds	-0-
	<u>\$10,000,000</u>

BY FERGUSON, KERTTULA
ANT. MOSS

1 IN THE SENATE

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SENATE BILL NO. 7

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IN THE LEGISLATURE OF THE STATE OF ALASKA

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THIRTEENTH LEGISLATURE - FIRST SESSION

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13 for local service roads and trails authorized by AS 19.30.111 - 19.30.251.

14 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
15 10.070(c).

Offered: 4/11/84
Referred: Rules

Original sponsors: Gilman, Sturgulewski
and P.Fischer

Funding Information
General Fund \$50,000
Other Funds -0-
\$50,000

1 IN THE SENATE BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 15 (2d Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation for payment as
7 a grant to the City of Fort Yukon for upgrading the
8 community center; and providing for an effective
9 date."

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

11 * Section 1. The sum of \$50,000 is appropriated from the general fund
12 for payment as a grant to the City of Fort Yukon for upgrading the health
13 and safety standards of the community center as required by the Department
14 of Environmental Conservation.

15 * Sec. 2. The appropriation made by this Act shall be disbursed in
16 accordance with AS 37.05.315.

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

CITY OF FORT YUKON

INCORPORATED 1959

Post Office Box 269

Fort Yukon, Alaska 99740

Telephone (907) 662-2479 or 2379

for 55-15
March 29, 1984

Senator John C. Sackett
Pouch V
Juneau, Alaska 99811

Dear Senator Sackett,

Due to a limited budget, the City of Fort Yukon has not been able to properly maintain the Community Center.

The Community Center consists of a laundry mat, an elderly program office, a meeting room, a gymnasium, men and woman bathrooms with showers, lockers ect. and a weight room which will soon be changed into an office.

Enclosed is a State of Alaska Inspection Sheet which was taken on March 19, 1984. The violations must be corrected immediately or the building will have to be closed.

The Community Center which is used by the entire community, for laundry, showers, recreation, entertainment, and the School also uses the Gym for some of their classes. The Center is the only building in the community which is open to the public for the above purposes. Without this facility there would be no place to take showers, do laundry or have basketball games or any other kind of entertainment or recreation.

For these reasons the Community Center is very important to the community. Therefore the City would like to correct the violations as soon as possible unfortunately the City does not have the funds to do so.

Also enclosed is a list of materials and prices which have to be purchased in order to make the necessary repairs.

Senator Sackett
Page 2

The City of Fort Yukon is requesting if possible, funds to help purchase material to correct the attached violations. Any help would be greatly appreciated, thank you.

Sincerely,
Inc. City of Fort Yukon

Vera B James

VERA B. JAMES
CITY MANAGER

Enclosures: Inspection Sheet
List of Materials



STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

1/2 PGS

PUBLIC TOILET, SHOWER OR LAUNDROMAT INSPECTION

740.28.001

Item **Sanitation Requirement**

MINIMUM PLUMBING FACILITIES - RESTAURANTS & TAVERNS N/A

1. Minimum fixtures per seating capacity

SPECIAL EVENTS N/A

2. Facilities as required and pre-approved by the department

TOILET ROOMS *FIS - not cln*

3. Toilet paper provided, rooms clean ♂ *URINAL - leaks;*

4. Toilets installed, connected as required, ♂ *COMM - cracked/leak*

5. Privies designed, constructed, located as required - *Flushometer*

6. Floors, walls, intersections constructed as required - *leaks*

7. Partitions designed, installed as required ♂ *- vic urinal*

8. Self-closing doors, entrance located as required *NO C.molding*

9. Ventilation provided, lighting as required

10. Easily cleanable refuse receptacles

11. Locks/key available as stated

HAND WASH SINKS

12. Installed, located as required; clean *LAUS - 1 cracked*

13. Equipped with hot/cold running water where practical *1 not clean*

14. Storage tank for wash water provided if running water not available

15. Temperature of hot water 100-120° F *130° F*

16. Disposable single service towels/hot air dryer provided as required

17. Soap provided as required

PUBLIC SHOWERS

18. Constructed as required

19. Floors: designed, constructed as required *FLS - seal sc s, ec*

20. Showers/drying areas vented as required *NO VENTILATION*

21. Showers/drying areas maintained as required *CEILING - not s, ec;*

22. Towels, if provided, laundered, stored properly *STAIRS - not s, ec;*

23. Water temperature is 100-120° F *130° F* *BENCHES - not s, ec;*
SHOWER HDS - leak

PUBLIC LAUNDROMATS

24. Walls, ceilings, floors, countertops, equipment clean; smooth, cleanable *1 F. TABLE - not*

25. Refuse containers provided, clean wall *CEILING - damaged vic dryer vent tube;*
behind util sink not
s, ec

BUILDING CONSTRUCTION AND MAINTENANCE *LIBRARY AND*

26. Floors: constructed, nonabsorbent, easily cleanable *HALLWAY - damaged*

27. Intersections between walls and floors sealed or covered *tiles*

28. Ventilation provided as required *GYM - wall panels*

29. Premises clean, good repair and free of pest attractants *light shields*

30. Grounds around facility well drained, free of litter *WT RM - walls*
damaged ceiling
panels @, pickin window,
pieces not clean

WATER SUPPLY, WASTE WATER AND SOLID WASTE DISPOSAL

31. Water supply complies with 18 AAC 80

32. Plumbing complies with Alaska Plumbing Code

33. Solid waste complies with 18 AAC 60

34. Incinerator complies with 18 AAC 50

35. Wastewater disposal complies with 18 AAC 72

♀ **FACILITIES WERE NOT INSPECTED DUE TO USE DURING INSPECTION PERIOD. 7/12**

POSTING REGULATIONS AND INSPECTION REPORTS

36. Copy of the regulations and most recent inspection conspicuously posted.

NOTE: MOST OF THESE VIOLATIONS ARE REPEAT VIOLATIONS NOTED DURING THE PREVIOUS INSPECTION 5/12/83.

Name of Establishment
FT YUKON COMMUNITY CENTER

Name of Operator
HANNAH SOLOMON, DIRECTOR

Location
FT YUKON

Mailing Address
P.O. BOX 269

City, State and Zip Code
FT YUKON, AK 99740

Reg./Dist.	Community	Establishment	Sanitarian
<i>3, 1</i>	<i>7, 4, 0</i>	<i>2, 8, 0, 1</i>	<i>2, 2, 0</i>

Yr., Mo., Day of Inspection
8, 4, 0, 3, 1, 9

Follow-up Required
 No Yes In _____ Days

Based on an inspection this day, the items marked at left identify violations in operations or facilities which must be corrected by the next routine inspection or such shorter time as may be specified in writing. (18 AAC 30)

Please Note:

(3) Toilet room floors were not clean

(4) Men's toilet in urinal leaked

1 commode low-fluis cracked and leaked; 1 commode flushometer valve leaked.

(6) Coved molding was missing from wall vicinity urinal

(12) Men's toilet room had 1 handwash sink that was cracked and 1 that was not clean

(15) and (23) Hot water temperature was 130° F - it must be adjusted to between 100-120° F.

(16) Disposable towels must be provided.

(19) Toilet and shower room floors were not smooth, easily cleanable and must be resealed to be cleanable.

Overall Condition
 Excellent Good Fair Poor

Continuation Sheet

Received By
Hannah Solomon

Date
3/19/84

Inspected By
ND Tibbs

Date
3/19/84



STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

INSPECTION CONTINUATION

740.28.001

Name FT YUKON COMMUNITY CENTER	Date of Inspection 19 MAR 84
Type of Facility WASHETERIA	Page 2 of 2

(20) Men's shower room is not adequately ventilated. (21) Men's shower room ceiling was not smooth, easily cleanable; shower stalls need to be repainted; benches must be repainted; some shower heads leak if could not be turned off. Correct as necessary. Clean and sanitize showers, benches, toilets, urinals, handwash sinks daily. (24) One folding table in laundry room is not smooth, easily cleanable. The ceiling vicinity dryer vent flue was damaged. The wall behind the utility sink was not smooth, easily cleanable. Correct as necessary. (26) The facility hallway and library floors were damaged in areas. (29) The weight room walls were damaged in areas, ceiling was missing ceiling panels; floors were not clean; 1 window in weight room was broken. Repair as necessary.

CORRECTION SCHEDULE:

ITEMS 3, 4, 12, 15, 23, 16 & 21 (daily sanitizing) - CORRECT IMMEDIATELY

ITEMS 6, 19, 20, 21 (structural), 24, 26 & 29 - CORRECT WITHIN 60 DAYS.

— RESPOND IN WRITING TO THIS OFFICE REGARDING —

CORRECTION OF ALL VIOLATIONS.

WRITE TO: ADEC

POUCH 1601

FBKS, AK 99707

Received By	Date	Inspected By ND Fibbs	Date 3/19/84
-------------	------	---------------------------------	------------------------

CITY OF FORT YUKON

INCORPORATED 1959

Post Office Box 269

Fort Yukon, Alaska 99740

Telephone (907) 662-2479 or 2379

Floor Tile 9" and Paste
Front Floors - Repairs & Wax, Strip & Plexoglass
Bathroom Floors Mens Epoxy Filler
Paint Showers & New Pegs
Shower Heads 8
Rehang Mens Bathroom Ceiling
2 New toilet Stalls
2 New Wall Toilets Complete 250./each
1 Urnal Flush 0 Meter
3 sinks Mens 95./each
1 Wall unit Paper Towel & Waste
Girls Bathroom 2 sinks
Floor Flexoglass
Few Ceiling Pammel and Light Pamel
5 Toilet Seats 20./ea. Horse shoe type
5 Flush meter 120./ea.
Weight room
1 window repair
Ceiling panel
26 x 4x8 $\frac{1}{4}$ Regular Boards - FBKS lumber 14.78 ea.
Lumber Pon Bleachers
Bolts Pon Bleachers
7 (Post) Covers Vincel
2 foam pads (post) 2'x24"x 8'
3/4" Screws 10# Drywall
29 2x12x8'
8 Ceiling Lights Transformers
Paint for walls 10 gals.
Repair wall panel (Plywood)
2 50' Sort Folding 1 $\frac{1}{2}$ fire hose
Gym Floor
Labor
Roof Repair

Estimated Total \$ 50,000.00

Offered: 2/23/83
Referred: Rules

Original sponsors: Gilman, Sturgulewski
and P.Fischer

Funding Information
General Fund \$87,986,500
Other Funds -0-
\$87,986,500

1 IN THE SENATE BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 15 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a supplemental appropriation to the
7 Department of Environmental Conservation for water
8 and sewer grants; special appropriations to an
9 unincorporated community and municipalities for
10 water, sewer or solid waste grants, to the Department
11 of Education for a water grant, and to the Department
12 of Environmental Conservation for water and sewer
13 studies; and providing for an effective date."

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

15 * Section 1. The sum of \$28,000,000 is appropriated from the general
16 fund to the Department of Environmental Conservation for payment as grants
17 for water and sewer facility construction under AS 46.03.020 - 46.03.030 to
18 the following communities: Anchorage, Aniak, Bristol Bay Borough, Cordova,
19 Fairbanks, Haines, Homer, Houston, Hydaburg, Juneau, Kake, Kenai, Kenai
20 Peninsula Borough, Ketchikan, Ketchikan Public Utilities, Nome, North Pole,
21 Petersburg, Sand Point, Scammon Bay, Seward, Sitka, Soldotna, Upper
22 Kalskag, Valdez, Wasilla, and Wrangell.

23 * Sec. 2. The sum of \$838,000 is appropriated from the general fund to
24 the unincorporated community of Igiugig for payment as a grant for water,
25 sewer, and solid waste facility construction.

26 * Sec. 3. The sum of \$57,898,500 is appropriated from the general fund
27 to the following municipalities for payment as grants for water and sewer
28 facility construction.

29 Municipality of Anchorage:

1	Eagle River/Chugiak water	\$1,850,000
2	Point Woronzof wastewater plant	3,300,000
3	Port of Anchorage, AREA D & U.S.	1,000,000
4	Port of Anchorage, Lot 12B	4,800,000
5	Ship Creek water treatment plant	6,000,000
6	Solid waste landfill project	315,000
7	Akihiok:	
8	Sanitary landfill development	460,000
9	Bethel:	
10	Bethel sewer line extension	400,000
11	Bristol Bay Borough:	
12	South Naknek village well	87,000
13	Chevak:	
14	Watering points	848,000
15	Craig:	
16	Water and sewer Phase I completion	1,000,000
17	Dillingham:	
18	Airport Heights Subdivision water	
19	development	300,000
20	City of Fairbanks:	
21	Sewer drainage upgrade	960,000
22	Sludge disposal facility	850,000
23	Van Horn interceptor	360,000
24	Fairbanks North Star Borough:	
25	Ballaine Lake sewer service	700,000
26	Fort Yukon:	
27	Fort Yukon water and sewer system	3,700,000
28	Haines:	
29	Allen Road to Sawmill Road waterline	33,500

1	Hoonah:	
2	Water and sewer upgrade Phase I	3,600,000
3	Hydaburg:	
4	Water and sewer upgrade (additional	
5	to DEC \$2.5 million)	2,500,000
6	Iliamna/Newhalen:	
7	Water development	340,000
8	City and Borough of Juneau:	
9	Juneau water system development	7,000,000
10	Kake:	
11	Fourth Avenue loop water and portage	
12	cove extension	860,000
13	Kaktovik:	
14	Kaktovik grey water facility	450,000
15	Klawok:	
16	Water and sewer improvements	500,000
17	Kotzebue:	
18	Water and sewer expansion	1,100,000
19	Larsen Bay:	
20	Water and sewer	370,000
21	McGrath:	
22	Water delivery Phase I	1,150,000
23	Minto:	
24	Phase I water and sewer system	335,000
25	Mt. Village:	
26	Washeteria	700,000
27	Near Island:	
28	Water and sewer engineering	350,000
29	Nikolai:	

1	On site water and sewer system	400,000
2	Nome:	
3	Nome water, sewer, and utilidor system	1,000,000
4	Noorvik:	
5	Water and sewer expansion	600,000
6	Old Harbor:	
7	Sewer renovation	1,160,000
8	Palmer:	
9	Sewage plant expansion	2,370,000
10	Port Lions:	
11	Bayview Dr. sewer Phase I	132,000
12	Savoonga/Punik Island:	
13	Water and sewer	452,000
14	Seldovia:	
15	Water and sewer extension	506,000
16	Sitka:	
17	Blue Lake water source	3,000,000
18	Unalakleet:	
19	Water main extension	500,000
20	Wasilla:	
21	Wastewater facility	1,400,000
22	Septic treatment	160,000
23	* Sec. 4. The sum of \$1,050,000 is appropriated from the general fund	
24	to the Department of Education for payment as grants for water facility	
25	construction authorized and disbursed under AS 14.11 to the following	
26	school districts:	
27	Bering Straits School District:	
28	Water projects (Teller, Brevig Mission,	
29	Golovin, and Shishmaref)	1,000,000

1 Northwest Arctic School District:

2 Water main hookup 50,000

3 * Sec. 5. The sum of \$200,000 is appropriated from the general fund to
4 the Department of Environmental Conservation for water and sewer feasibil-
5 ity studies in Anvik, Eek, Nulato, Telida, and Platinum authorized under
6 AS 46.03.020.

7 * Sec. 6. The appropriations made under secs. 2 and 3 of this Act shall
8 be disbursed in accordance with AS 37.05.315 - 37.05.319.

9 * Sec. 7. This Act takes effect immediately in accordance with AS 01.-
10 10.070(c).

Introduced: 1/18/83
Referred: Community and Regional
Affairs and Finance

Funding Information
General Fund \$28,000,000
Other Funds -0-
\$28,000,000

BY GILMAN, STURGULEWSKI
AND P.FISCHER

1 IN THE SENATE

2

SENATE BILL NO. 15

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6 For an Act entitled: "An Act making a supplemental appropriation to the
7 Department of Environmental Conservation; and provid-
8 ing for an effective date."

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

10 * Section 1. The sum of \$28,000,000 is appropriated from the general
11 fund to the Department of Environmental Conservation for grants for water
12 and sewer facility construction authorized by AS 46.03.030.

13 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
14 10.070(c).

COMMITTEE REPORT
SENATE

FURTHER:

3/4/83

Date: 4/11/84

Mr. President:

The Committee on FINANCE has had SB 15

Supplemental appropriation to the Department of Environmental Conservation; eff. date

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

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for SB 15 (2d Fin) same title
 new title
- and recommends Do Pass
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Bob Mulcahy

James

Joseph

James Dickett

CHAIRMAN

Funding Information

General Fund \$50,000
Other Funds -0-
\$50,000

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2 CS FOR SENATE BILL NO. 15 (2d Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation for payment as
7 a grant to the City of Fort Yukon for upgrading the
8 community center; and providing for an effective
9 date."

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

1 * Section 1. The sum of \$50,000 is appropriated from the general fund
2 for payment as a grant to the City of Fort Yukon for upgrading the health
3 and safety standards of the community center as required by the Department
4 of Environmental Conservation.

5 * Sec. 2. The appropriation made by this Act shall be disbursed in
6 accordance with AS 37.05.315.

7 * Sec. 3. This Act takes effect immediately in accordance with AS 01.-
8 10.070(c).

Delivered to
Legisl Services
4/4/94
4:30pm -

Introduced: 1/18/83
Referred: Community and Regional
Affairs and Finance

Funding Information
General Fund \$28,000,000 ~~50,000~~
Other Funds -0-
\$28,000,000 ~~50,000~~

Finance Committee
BY GILMAN, STURGULEWSKI
AND P. FISCHER

1 IN THE SENATE

2 CSJW SENATE BILL NO. 15 (*2d Finance*)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a *special appropriation for payment as a grant*
7 *City of Fort Yukon* ~~supplemental~~ appropriation to the
8 Department of Environmental Conservation, and provid-
ing for an effective date."

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

10 *Insert* * ~~Section 1. The sum of \$28,000,000 is appropriated from the general~~
11 ~~fund to the Department of Environmental Conservation for grants for water~~
12 ~~and sewer facility construction authorized by AS 46.03.030.~~

13 * Sec. 2. This Act takes effect immediately in accordance with AS 01.-
14 10.070(c).

Sec. 1 (Insert)

The sum of \$50,000 is appropriated from the general fund for payment as a grant to the City of Fort Yukon for health and safety standards upgrading of the Community Center as required by the Department of Environmental Conservation.

CITY OF FORT YUKON

INCORPORATED 1959

Post Office Box 269

Fort Yukon, Alaska 99740

Telephone (907) 662-2479 or 2379

March 29, 1984

Senator John C. Sackett
Pouch V
Juneau, Alaska 99811

Dear Senator Sackett,

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The Community Center consists of a laundry mat an elderly program office, a meeting room, a gymnasium, men and woman bathrooms with showers, lockers ect. and a weight room which will soon be changed into an office.

Enclosed is a State of Alaska Inspection Sheet which was taken on March 19, 1984. The violations must be corrected immediately or the building will have to be closed.

The Community Center which is used by the entire community, for laundry, showers, recreation, entertainment, and the School also uses the Gym for some of their classes. The Center is the only building in the community which is open to the public for the above purposes. Without this facility there would be no place to take showers, do laundry or have basketball games or any other kind of entertainment or recreation.

For these reasons the Community Center is very important to the community. Therefore the City would like to correct the violations as soon as possible unfortunately the City does not have the funds to do so.

Also enclosed is a list of materials and prices which have to be purchased in order to make the necessary repairs.

Senator Sackett
Page 2

The City of Fort Yukon is requesting if possible, funds to help purchase material to correct the attached violations. Any help would be greatly appreciated, thank you.

Sincerely,
Inc. City of Fort Yukon

A handwritten signature in cursive script that reads "Vera B. James".

VERA B. JAMES
CITY MANAGER

Enclosures: Inspection Sheet
List of Materials



STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

PUBLIC TOILET, SHOWER OR LAUNDROMAT INSPECTION

1/2 PGS

740.28.001

<p>Item Sanitation Requirement</p>	<p>Name of Establishment FT YUKON COMMUNITY CENTER</p>			
<p>MINIMUM PLUMBING FACILITIES - RESTAURANTS & TAVERNS N/A</p> <p>1. Minimum fixtures per seating capacity</p>	<p>Name of Operator HANNAH SOLOMON, DIRECTOR</p>			
<p>SPECIAL EVENTS N/A</p> <p>2. Facilities as required and pre-approved by the department</p>	<p>Location FT YUKON</p>			
<p>TOILET ROOMS FIS - not clean</p>	<p>Mailing Address P.O. Box 269</p>			
<p>3. Toilet paper provided, rooms clean</p>	<p>City, State and Zip Code FT YUKON, AK 99740</p>			
<p>4. Toilets installed, connected as required, ♂ URINAL - leaks; ♂ COMMODE - cracked & leaky - flushometer leaks</p>	<p>Reg./Dist. 3, 1</p>	<p>Community 7, 4, 0</p>	<p>Establishment 2, 8, 0, 1</p>	<p>Sanitarian 2, 2, 0</p>
<p>5. Privies designed, constructed, located as required</p>	<p>Yr., Mo., Day of Inspection 8, 4, 0, 3, 1, 9</p>			
<p>6. Floors, walls, intersections constructed as required ♂ - vic urinal NO C. molding</p>	<p>Follow-up Required <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes In _____ Days</p>			
<p>7. Partitions designed, installed as required</p>	<p>Based on an inspection this day, the items marked at left identify violations in operations or facilities which must be corrected by the next routine inspection or such shorter time as may be specified in writing. (18 AAC 30)</p>			
<p>8. Self-closing doors, entrance located as required</p>	<p>Please Note: ③ Toilet room floors were not clean</p>			
<p>9. Ventilation provided, lighting as required</p>	<p>④ Men's toilet in urinal leaked 1 commode low was cracked and leaked; 1 commode flushometer valve leaked. ⑥ Coved molding is missing from wall vicinity urinal ⑫ Men's toilet room had 1 handwash sink that was cracked and 1 that was not clean</p>			
<p>10. Easily cleanable refuse receptacles</p>	<p>⑮ and ⑲ Hot water temperature was 130°F - it must be adjusted to between 100-120°F. ⑯ Dispenser paper towels must be provided.</p>			
<p>11. Locks/key available as stated</p>	<p>⑰ Toilet and shower room floors were not smooth, easily cleanable and must be resealed to be cleanable</p>			
<p>HAND WASH SINKS</p>	<p>Overall Condition <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor</p>			
<p>12. Installed, located as required; clean LAUS - 1, cracked not clean</p>	<p>Received By Hannah Solomon</p>			
<p>13. Equipped with hot/cold running water where practical</p>	<p>Inspected By ND Tibbs</p>			
<p>14. Storage tank for wash water provided if running water not available</p>	<p>Date 3/19/84</p>			
<p>15. Temperature of hot water 100-120° F 130°F</p>	<p>NOTE: MOST OF THESE VIOLATIONS ARE REPEAT VIOLATIONS NOTED DURING THE PREVIOUS INSPECTION 5/12/83.</p>			
<p>16. Disposable single service towels/hot air dryer provided as required</p>	<p>POSTING REGULATIONS AND INSPECTION REPORTS</p>			
<p>17. Soap provided as required</p>	<p>36. Copy of the regulations and most recent inspection conspicuously posted.</p>			
<p>PUBLIC SHOWERS</p>	<p>LIBRARY AND HALLWAY - damaged tiles</p>			
<p>18. Constructed as required</p>	<p>SM - wall panels</p>			
<p>19. Floors: designed, constructed as required FLS - seal so s, ec</p>	<p>light shields</p>			
<p>20. Showers/drying areas vented as required NO VENTILATION</p>	<p>W.R.M. - walls panels @ broken windows floors not clean</p>			
<p>21. Showers/drying areas maintained as required CEILING - not s, ec; STAIRS - not s, ec; BENCHES - not s, ec; SHOWER HDS - leak</p>	<p>CEILING - damaged vic dryer vent flue</p>			
<p>22. Towels, if provided, laundered, stored properly</p>	<p>WALL - behind util sink not s, ec</p>			
<p>23. Water temperature is 100-120° F 130°F</p>	<p>1 F. TABLE - not cleanable</p>			
<p>PUBLIC LAUNDROMATS</p>	<p>WATER SUPPLY, WASTE WATER AND SOLID WASTE DISPOSAL</p>			
<p>24. Walls, ceilings, floors, countertops, equipment clean; easily cleanable</p>	<p>31. Water supply complies with 18 AAC 80</p>			
<p>25. Refuse containers provided, clean</p>	<p>32. Plumbing complies with Alaska Plumbing Code</p>			
<p>26. Floors; constructed, nonabsorbent, easily cleanable</p>	<p>33. Solid waste complies with 18 AAC 60</p>			
<p>27. Intersections between walls and floors sealed or coved</p>	<p>34. Incinerator complies with 18 AAC 50</p>			
<p>28. Ventilation provided as required</p>	<p>35. Wastewater disposal complies with 18 AAC 72</p>			
<p>29. Premises clean, good repair and free of pest attractants</p>	<p>♀ FACILITIES WERE NOT INSPECTED DUE TO USE DURING INSP PERIOD. 7/1/82</p>			
<p>30. Grounds around facility well drained, free of litter</p>	<p>POSTING REGULATIONS AND INSPECTION REPORTS</p>			

CITY OF FORT YUKON

INCORPORATED 1959

Post Office Box 269

Telephone (907) 662-2479 or 2379

Fort Yukon, Alaska 99740

Floor Tile 9" and Paste
Front Foor - Repairs & Wax, Strip & Plexoglass
Bathroom Floors Mens Epoxy Filler
Paint Showers & Hew Pegs
Shower Heads 8
Rehang Mens Bathroom Ceiling
2 New toilet Stalls
2 New Wall Toilets Complete 250./each
1 Urnal Flush 0 Meter
3 sinks Mens 95./each
1 Wall unit Paper Towel & Waste
Girls Bathroom 2 sinks
Floor Flexoglass
Few Ceiling Pammel and Light Pamel
5 Toilet Seats 20./ea. Horse shoe type
5 Flush meter 120./ea.
Weight room
1 window repair
Ceiling panel
26 x 4x8 $\frac{1}{4}$ Regular Boards - FBKS lumber 14.78 ea.
Lumber Pon Bleachers
Bolts Pon Bleachers
7 (Post) Covers Vincel
2 foam pads (post) 2'x24"x 8'
3/4" Screws 10# Drywall
29 2x12x8'
8 Ceiling Lights Transformers
Paint for walls 10 gals.
Repair wall panel (Plywood)
2 50' Sort Folding 1 $\frac{1}{2}$ fire hose
Gym Floor
Labor
Roof Repair

Estimated Total \$ 50,000.00



STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

INSPECTION CONTINUATION

740.28.001

Name FT YUKON COMMUNITY CENTER	Date of Inspection 19 MAR 84
Type of Facility WASHETERIA	Page 2 of 2

(20) Men's shower room is not adequately ventilated. (21) Men's shower room ceiling was not smooth, easily cleanable; shower stalls need to be repainted; benches must be repainted; some shower heads leaked & could not be turned off. Correct as necessary. Clean and sanitize showers, benches, toilets, urinals, & handwash sinks daily. (24) One folding table in laundry room was not smooth, easily cleanable. The ceiling vicinity dryer vent flue was damaged. The wall behind the utility sink was not smooth, easily cleanable. Correct as necessary. (26) The facility hallway and library floors were damaged in areas. (29) The weight room walls were damaged in areas, ceiling was missing ceiling panels; floors were not clean; 1 window in weight room was broken. Repair as necessary.

CORRECTION SCHEDULE:

ITEMS 3, 4, 12, 15, 23, 16 & 21 (daily sanitizing) - CORRECT IMMEDIATELY

ITEMS 6, 19, 20, 21 (structural), 24, 26 & 29 - CORRECT WITHIN 60 DAYS.

— RESPOND IN WRITING TO THIS OFFICE REGARDING —
CORRECTION OF ALL VIOLATIONS.

WRITE TO: ADEC
POUCH 1601
FBKS, AK 99707

Received By <i>[Signature]</i>	Date <i>[Blank]</i>	Inspected By ND Gibbs	Date 3/19/84
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COMMITTEE REPORT
SENATE

FURTHER:

1/26/83

Date: 2/23/83

Mr. President:

The Committee on FINANCE has had SB NO. 15

Supplemental appropriation to the Department of Environmental Conservation; eff.date.

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

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for SB 15 (Finance) same title
 new title
- and recommends do pass
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

T. B. Mulcahy

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

MEMBERS HAVING
OTHER RECOMMENDATIONS:

[Signature]

CHAIRMAN

Do Pass

Original sponsors: Gilman, Sturgulewski
and P.Fischer

Funding Information
General Fund \$87,986,500
Other Funds -0-
\$87,986,500

1 IN THE SENATE BY THE FINANCE COMMITTEE
2 CS FOR SENATE BILL NO. 15 (Finance)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - FIRST SESSION
5 A BILL

6 For an Act entitled: "An Act making a supplemental appropriation to the
7 Department of Environmental Conservation for water
8 and sewer grants; special appropriations to an
9 unincorporated community and municipalities for
10 water, sewer or solid waste grants, to the Department
11 of Education for a water grant, and to the Department
12 of Environmental Conservation for water and sewer
13 studies; and providing for an effective date."

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

15 * Section 1. The sum of \$28,000,000 is appropriated from the general
16 fund to the Department of Environmental Conservation for payment as grants
17 for water and sewer facility construction under AS 46.03.020 - 46.03.030 to
18 the following communities: Anchorage, Aniak, Bristol Bay Borough, Cordova,
19 Fairbanks, Haines, Homer, Houston, Hydaburg, Juneau, Kake, Kenai, Kenai
20 Peninsula Borough, Ketchikan, Ketchikan Public Utilities, Nome, North Pole,
21 Petersburg, Sand Point, Scammon Bay, Seward, Sitka, Soldotna, Upper
22 Kalskag, Valdez, Wasilla, and Wrangell.

23 * Sec. 2. The sum of \$838,000 is appropriated from the general fund to
24 the unincorporated community of Igiugig for payment as a grant for water,
25 sewer, and solid waste facility construction.

26 * Sec. 3. The sum of \$57,898,500 is appropriated from the general fund
27 to the following municipalities for payment as grants for water and sewer
28 facility construction.

29 Municipality of Anchorage:

1	Eagle River/Chugiak water	\$1,850,000
2	Point Woronzof wastewater plant	3,300,000
3	Port of Anchorage, AREA D & U.S.	1,000,000
4	Port of Anchorage, Lot 12B	4,800,000
5	Ship Creek water treatment plant	6,000,000
6	Solid waste landfill project	315,000
7	Akihiok:	
8	Sanitary landfill development	460,000
9	Bethel:	
10	Bethel sewer line extension	400,000
11	Bristol Bay Borough:	
12	South Naknek village well	87,000
13	Chevak:	
14	Watering points	848,000
15	Craig:	
16	Water and sewer Phase I completion	1,000,000
17	Dillingham:	
18	Airport Heights Subdivision water	
19	development	300,000
20	City of Fairbanks:	
21	Sewer drainage upgrade	960,000
22	Sludge disposal facility	850,000
23	Van Horn interceptor	360,000
24	Fairbanks North Star Borough:	
25	Ballaine Lake sewer service	700,000
26	Fort Yukon:	
27	Fort Yukon water and sewer system	3,700,000
28	Haines:	
29	Allen Road to Sawmill Road waterline	33,500

1	Hoonah:	
2	Water and sewer upgrade Phase I	3,600,000
3	Hydaburg:	
4	Water and sewer upgrade (additional	
5	to DEC \$2.5 million)	2,500,000
6	Iliamna/Newhalen:	
7	Water development	340,000
8	City and Borough of Juneau:	
9	Juneau water system development	7,000,000
10	Kake:	
11	Fourth Avenue loop water and portage	
12	Cove extension	860,000
13	Kaktovik:	
14	Kaktovik grey water facility	450,000
15	Klawok:	
16	Water and sewer improvements	500,000
17	Kotzebue:	
18	Water and sewer expansion	1,100,000
19	Larsen Bay:	
20	Water and sewer	370,000
21	McGrath:	
22	Water delivery Phase I	1,150,000
23	Minto:	
24	Phase I water and sewer system	335,000
25	Mt. Village:	
26	Washeteria	700,000
27	Near Island:	
28	Water and sewer engineering	350,000
29	Nikolai:	

1	On site water and sewer system	400,000
2	Nome:	
3	Nome water, sewer, and utilidor system	1,000,000
4	Noorvik:	
5	Water and sewer expansion	600,000
6	Old Harbor:	
7	Sewer renovation	1,160,000
8	Palmer:	
9	Sewage plant expansion	2,370,000
10	Port Lions:	
11	Bayview Dr. sewer Phase I	132,000
12	Savoonga/Punik Island:	
13	Water and sewer	452,000
14	Seldovia:	
15	Water and sewer extension	506,000
16	Sitka:	
17	Blue Lake water source	3,000,000
18	Unalakleet:	
19	Water main extension	500,000
20	Wasilla:	
21	Wastewater facility	1,400,000
22	Septic treatment	160,000

* Sec. 4. The sum of \$1,050,000 is appropriated from the general fund to the Department of Education for payment as grants for water facility construction authorized and disbursed under AS 14.11 to the following school districts:

Bering Straits School District:

28	Water projects (Teller, Brevig Mission,	
29	Golovin, and Shishmaref)	1,000,000

1 Northwest Arctic School District:

2 Water main hookup 50,000

3 * Sec. 5. The sum of \$200,000 is appropriated from the general fund to
4 the Department of Environmental Conservation for water and sewer feasibil-
5 ity studies in Anvik, Eek, Nulato, Telida, and Platinum authorized under
6 AS 46.03.020.

7 * Sec. 6. The appropriations made under secs. 2 and 3 of this Act shall
8 be disbursed in accordance with AS 37.05.315 - 37.05.319.

9 * Sec. 7. This Act takes effect immediately in accordance with AS 01.-
10 10.070(c).

Introduced: 1/18/83
Referred: Community and Regional
Affairs and Finance

Funding Information

General Fund ~~\$28,000,000~~ 86,476.3
Other Funds -0-
~~\$28,000,000~~ 86,476.3

Finance Committee
~~BY GILMAN, STURGOLEWSKI
AND P. FISCHER~~

1 IN THE SENATE

2

CS *ju* SENATE BILL NO. 15 (*Finance*)

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "~~An Act making a supplemental appropriation to the~~

7

~~Department of Environmental Conservation; and provid-~~

8

~~ing for an effective date."~~

9

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

10

* ~~Section 1. The sum of \$28,000,000 is appropriated from the general~~

11

~~fund to the Department of Environmental Conservation for grants for water~~

12

~~and sewer facility construction authorized by AS 46.03.030.~~

13

* Sec. ⁶2. This Act takes effect immediately in accordance with AS 01.-

14

10.070(c).

TITLE

Draft new title to reflect appropriations for water
and sewer projects to Dept. of Environmental Conservation
and Dept. of Education

SECTIONS 1 through 5

Sections 1 through 5 are set forth in 2/23/83 memo
from Sen. Vic Fischer to Senate Finance Committee
Members.

Memorandum

2/23/83

TO: Senate Finance Committee Members

FROM: Senator Vic Fischer ✓

RE: Proposed CSSB 15 (Fin) - water & sewer projects

COMPONENTS OF PROPOSED COMMITTEE SUBSTITUTE: (Total funding ^{86,476.3}~~86,316.3~~)

Sec 1. DEC Matching Grants (AS 43.03.030):

\$28 million for the following communities:

Anchorage, Aniak, Bristol Bay Borough, Cordova,
Fairbanks, Haines, Homer, Houston, Hydaburg, Juneau, Kake, Kenai,
Peninsula Borough, Ketchikan, Ketchikan Public Utilities, Nome,
North Pole, Petersburg, Sand Point, Scammon Bay, Seward, Sitka,
Soldotna, Upper Kalskag, Valdez, Wasilla, Wrangell

Sec 2. Village Safe Water Program (AS 46.07) projects:

\$2.3 million for the following communities:

Igiugig Village:

Water, sewer, and solid waste 838.0

Iliamna/Newhalen:

Water development 340.0

Minto:

Phase I water & sewer system	335.0
Mountain Village:	
Washeteria	700.0
South Naknek:	
Village Well	87.0

Sec 3. Municipal water & sewer grants (AS 37.05.315):

\$54.766 Million for the following communities:

Municipality of Anchorage:

Eagle River/Chugiak water	1,850.0 (50% grant)
Point Woronzof wastewater plant	3,300.0 (50% grant)
Port of Anchorage, AREA D & U.S.	1,000.0
Port of Anchorage, Lot 12B	4,800.0
Ship Creek water treatment plant	6,000.0 (50% grant)
Solid waste landfill project	315.0

Akihiok:

Sanitary landfill development	460.0
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Bethel:

Bethel sewer line extension	400.0
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Chevak:

watering points	848.0
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Craig:

Water & sewer Phase I completion	1,000.0
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Dillingham:

Airport Heights Subdivision Water Dev.	300.0
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City of Fairbanks:

Sewer drainage upgrade	960.0
Sludge disposal facility	850.0
Van Horn interceptor	360.0
Fairbanks North Star Borough:	
Ballaine Lake sewer service	700.0
Fort Yukon:	
Ft. Yukon water & sewer system	3,700.0
Haines:	
Allen road to Sawmill Rd. water line	33.5
Hoonah:	
Water & sewer upgrade phase I	3,600.0
Hydaburg:	
Water & sewer upgrade (add'l to DEC \$2.5m)	2,500.0
City and Borough of Juneau:	
Juneau water system development	7,000.0
Kake:	
4th Ave. loop water & portage cove exten.	860.0
Kaktovik:	
Kaktovik grey water facility	450.0
Klawok:	
Water & sewer improvements	500.0
Kotzebue:	
Water & sewer expansion	1,100.0
Larsen Bay:	
Water & sewer	370.0
McGrath:	
Water delivery phase I	1,150.0

Nikolai:

On site water & sewr system 400.0

Nome:

Nome water, sewer, and utilidor system 1,000.0

Noorvik:

Water & sewer expansion 600.0

Palmer:

Sewage plant expansion 2,369.8

Port Lions:

Bayview Dr. sewer phase I 132.0

Savoonga/Punik Island:

Water & sewer 452.0

Seldovia:

water & sewer extension 506.0

Sitka:

Blue Lake water source 3,000.0

Unalakleet:

Water main extension 500.0

Wasilla:

waste water facility 1,400.0

septic treatment facility 160.0

Sec. 4 DOE water projects (AS 14.11):

\$1.05 Million for the following communities:

Bering Straits School District:

Water projects (Teller, Brevig Mission, Golovin, and Shishmaref)

1,000.0