

SCOMM

111:12

ALASKA STATE LEGISLATURE

Rep. Eldon Mulder, Co-Chair
Rep. Kim Elton
Rep. Richard Foster
Rep. Jeannette James
Rep. Beverly Masek
Rep. Gail Phillips



Sen. Tim Kelly, Co-Chair
Sen. Loren Leman
Sen. Georgianna Lincoln
Sen. Robin Taylor
Sen. Gary Wilken
Sen. Mike Miller

DEFERRED MAINTENANCE TASK FORCE

Capitol Building, Room 501 • Juneau, Alaska 99801 • Phone (907) 465-2647 • FAX (907) 465-3518

KETCHIKAN AGENDA

Site Visits and Public Hearing

October 7, 1997

8:00 a.m.	Ketchikan International Airport*
9:00 a.m.	Airport ferry to connect with transportation provided by the Ketchikan Gateway Borough for rest of site visits.
9:15 a.m.	White Cliff Elementary School
10:00 a.m.	Bar Harbor
10:45 a.m.	Ketchikan Correctional Facility
11:30 a.m.	Saxman Seaport
12:30 - 1:45 p.m.	LUNCH
2:00 p.m. - 6:00 p.m.	Public Hearing: Ted Ferry Civic Center 888 Venetia Way
7:00 p.m.	Catch ferry for airport - plane departs at 8:39 p.m.

*The schedule allows those coming on the morning flight from Juneau to participate in the airport presentation prior to coming across the channel. Task force members arriving the night before will be picked up at their hotels and transported to the airport.

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Building an Alaska for the 21st Century

Task Force Announces Ketchikan Hearing

For Immediate Release

Friday, September 26, 1997

Contact: Denny DeWitt
Legislative Assistant to Rep. Mulder
907 465-2647 or 258-8193

(Juneau, AK) -- Representative Eldon Mulder and Senator Tim Kelly, the Deferred Maintenance Task Force Co-Chairs, announced a Ketchikan public hearing to review problems associated with the lack of maintenance on state assets. The hearing is scheduled for Tuesday, October 7, 1997, from 2:00 PM to 6:00 PM at the Ted Ferry Civic Center, 888 Venetia Way, Ketchikan. Alaskans are welcome to attend in person or send their written comments to the Deferred Maintenance Task Force, Room 501, State Capitol Building, Juneau, Alaska 99801.

"We will be making site visits in the Ketchikan in the morning to view the deferred maintenance needs and speak with folks in the Ketchikan area. We are looking forward to hearing what Alaskans in Southeast think we need to do to repair our state assets." stated Rep. Mulder. "We scheduled the afternoon hearing for members of the public to formally share their thoughts. I am eager to hear proposals of solutions to the question of how we should fund the identified needs."

"We need to see all parts of Alaska," stated Senator Tim Kelly. "It is important to visit and talk with the people who live in Southeast. The Task Force needs to understand the different needs and how they impact many different communities in Alaska. I'm looking

Deferred Maintenance Task Force
Ketchikan Meeting
9/26/97
Page 2

forward to hearing from Southeast residents about the needs in this area, including problems with roads, docks, schools and other state assets."

The Deferred Maintenance Task Force scheduled 10 hearings to review the needed upgrades to roads, airports, harbors, ferries, public buildings, and schools in Alaska. The task force is listening as people throughout Alaska share their view of the need to repair and replace existing state owned facilities including proposals for how to finance the needed repairs. The Task Force has held hearings in Anchorage, Kenai, Kotzebue, Kodiak and Nome. Future hearings are planned in Fairbanks and Anchorage.

"We have had lots of problems identified. That's been helpful," said Mulder. "The real challenge is coming up with a solution. In Ketchikan, I hope we will hear suggestions for funding. There are several options available. We need to hear what Alaskans consider acceptable."

The Legislature established the Deferred Maintenance Task Force to assess the condition of public facilities and solicit input on needs. Further, and equally necessary, the task force is to evaluate various funding proposals to pay for the needed repair and replacement to state facilities. The task force will report back to Legislature in January of 1998.

end # end # end

Task Force schedule is attached

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Building an Alaska for the 21st Century

Public Hearing

October 7, 1997

Ted Ferry Civic Center
888 Venetia Way
Ketchikan, Alaska

2:00 PM to 6:00 PM

The Deferred Maintenance Task Force of the Alaska State Legislature is visiting many sites in Alaska to review the condition of state roads, harbors, ferries, airports, buildings, docks, ferries and other state assets. It will develop a list of needs and propose a means of paying for the repairs.

WE NEED TO HEAR FROM ALASKANS.

This is your opportunity to share your views of state assets, such as roads, harbors, ferries, and schools, in your area that need repairs. We need your suggestions on how to fund the needed repairs.

You are welcome to attend in person or send your written comments to the
Deferred Maintenance Task Force

Ketchikan 10/7/97

HAROLD ENRIGHT - RESIDES ON NORTH ENGASS
LIKES SHUTTLE FOR FERRY'S

MARLENE ENRIGHT

- CONCERNED ABOUT FERRY SYSTEM
- ROAD & LEVEL OF IMPROVEMENT
NOT SHUFF -

MR. MYERCHIN

FERRY SYSTEM - CURRENTLY NOT AFFORDABLE
COSTS 24X WHAT IT COSTS TO DRIVE

- NOT SCHEDULED TO BE USER FRIENDLY

DOESN'T GO WHERE YOU WANT TO GO

- MGMT OF SYSTEM

ITS POLITICS - RESULTS NOT VERY GOOD

SUGGEST INDEPENDENT AUTHORITY MAY BE MORE
RESPONSIVE TO CUSTOMER

- LIKES PRINCE OF WALES IS DOING RIGHT THING
ROAD TO POINT THEN SHUTTLE FERRY

- LIKES PORT IN HYDRA

ELZIE Isley 3rd AVE MARCH

3rd ave By Pass

Don't need it, Don't have parking problem
any longer

Bridge to Airport is Fantasy

Ferries ARE Cheap - Purchase + Maint.

NOT Responsibility to provide infrastructure
for tourism

Public Transit -

good idea that won't pay for itself
use fare plugs for bus stops

Airline Tickets

PHILLIP Isley WARD LOVE (also Muldooner)

- 3rd AVE By Pass is UNNECESSARY
Need a suitable by pass -
- Better to spend on N + South bighass Hwy
- OPPOSED to Bridge to Airport
- Airport Terminal - needs upgrade
- Airport Ferry
- N + S bighass Hwy need improvement

Pete Amundson -

What are we going to do to replace
Forest Receipts for education

Bill Hopkins
Letter

Senator Taylor

Need a few shuttle ferries

Need stable power system

Alarie Stanton - Mayor city of Ketchikan
Fund w CBR interest

Don't inflation proof PERM fund

Enough doesn't have power for some of Harbors
City is prepared to take over it up to small
STATE HASN'T FUNDED EDUCATION WELL ENOUGH

Jack Shay

- This is impt process -

- we may have over built - may need to consider
continued use or changing use of existing facilities
- Community working hard on economic development

Bill Williams

Discussed parking needs & Fish & game interference

DMTF
10-7-97
P.4

Donna Gellings⁹⁵ Ketchikan
Chamber TRANS Comm
LLOYD Gossman

TONGAS AVE Project going well

- NORTH + SOUTH of town - ROAD is in DISrepair
- Decline in status of Marine Hwy is great concern
- Mud Bridge to GUNNA (Island Airport is on) 60-80 million
- Problem with width of Runway space - Wing span problem w/ will also need access to other end of Runway
- Dry Dock - need to require STATE repairs be done in STATE

KATHLEEN FRENCH

- STATE Hwy NORTH of town - in BAD SHAPE
EST cost is over 10M from DOT - LOCALS
DON'T THINK it is THAT EXPENSIVE - BREAK
into smaller segments
- GUNNA is EXPANSION AREA FOR KETCHIKAN NOT
JUST AIRPORT.
- need a museum or LIBRARY, WANT WA space
for LIBRARY

FRED ROSS

Consultants are too expensive - we need to use
more & get competition
\$1 million to consultant to put together package ON Ketchikan
Supports Marine Hwy Authority

Dick Coase CARE.

Need to Acquire ~~WET~~^{TIDE} LANDS

Need to share RESOURCES

Need to COORDINATE USING RESOURCES + Right-of-ways

George Tipton

- Schools -

- 70/30 School share

- Separate Maint from FOUNDATION Formula

Robin -

Every contract will DESIGNATE
Responsibility for MAINT.

LEGISLATIVE TELECONFERENCE NETWORK SIGN-IN SHEET

TC #: 70926

SPONSOR: Deferred Maintenance Task Force

SUBJECT: Docks, Harbors, Vessels

START/END TIME: 2 DATE: 10/9/97

Please Indicate If you would like
to TESTIFY or OBSERVE:

T
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	PRINTED NAME	AFFILIATION	MAILING ADDRESS	ZIP CODE	DAY PHONE			
1	Marlenea Enright	Borough	12525 N. TONGUE	99901	247-1499			
2	Harold M Enright		P.O. Box 8100	99901	247-1499			
3	Philip Myerem		717 Canyon Road	99901	225-3786			
4	Elzie Isley		2533 3rd Ave KTN	99901	225-4801		X	
5	Phillip Isley		Box 1522 Ward Cove	99928	225-1522		X	
6	Pete Amundson	Individual Rights	918 JACKSON ST.	99901	225-6300		X	
7	Alan Stanger	Cit of Ktn	334 FRONT	99901	247-3358		X	
8	Jack Ray	Ketchikan Boro	344 "	"	228-6605		X	
9	Donna Corneille	Chamber Transp	Plaza Port West #214	99901	225-7000		X	
10	Libby Gossman	CHAMBER TRANS	Box 9470 KTN	99901	225-7199		X	
11	Kathleen C. French		P.O. Box 8753 Ktn.	99901	247-1569		X	
12	Fred Ross	AMHS	P.O. Box 210269 Auke Bay AK	99821	790 3906		X	
13	Andrea Barkley	AMHS	Box 1037 Ward Cove AK	99928				
14	Dick Coose	C.A.R.E	Po Box 9266 KTN	99901	247-9266		X	
15	George Tipton	Boro Assembly	PO Box 2 KTN	99901	225-8888		X	

FAX

TO: Joe Ambrose
FAX # 907-225-0713

FROM: Denny DeWitt, Legislative Assistant
Representative Eldon Mulder
Phone # 907-465-2647
FAX # 907-465-3518
E-mail: Dennis_DeWitt@legis.state.ak.us

DATE: September 22, 1997

PAGES: 4, including cover

SUBJECT: Newspaper Ad and Press Release

COMMENTS:

Here are the ad and release. Let me know if you want to edit the release. We are flexible. also, what papers do you want the ad in?

I'll need a list of fax numbers for the media you want to get the release. I'll be happy to do it from here. It has been my experience that we get little coverage unless someone on the ground pumps them just a little. If you could as a follow-up to the release, I would be ever so appreciative.

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Building an Alaska for the 21st Century

PUBLIC HEARING — October 7, 1997

Ted Ferry Civic Center - 888 Venetia Way

Ketchikan, Alaska

2:00 to 6:00 PM

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WE NEED TO HEAR FROM ALASKANS.

This is your opportunity to share your views of state assets, such as roads, harbors, ferries, and schools, in your area that need repairs. We need your suggestions on how to fund the needed repairs.

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Deferred Maintenance Task Force

KETCHIKAN DAILY NEWS 10/7/97

The Prince of Wales Island Area Plan was adopted in 1983 for the management of state lands and waters for the island.

KETCHIKAN DAILY NEWS OCT 7, 1997

Maintenance task force schedules hearing

Is there a need to upgrade roads, airports, harbors, ferries, public buildings and schools in Ketchikan?

That's what the Deferred Maintenance Task Force wants to find out.

Rep. Eldon Mulder and Sen. Tim Kelly, co-chairs on the task force, will visit individual sites around Ketchikan and have a public hearing on Oct. 7 to review problems associated with the lack of maintenance on state assets.

Site visits begin at 8 a.m. at the Ketchikan International Airport followed at 9:15 a.m. at White Cliff Elementary School. At 10 a.m. Task Force members will visit Bar Harbor followed by a tour of the Ketchikan Correctional Facility at 10:45 a.m. and a visit to the Saxman Seaport at 11 a.m.

The hearing will begin at 2 p.m. at the Ted Ferry Civic Center.

The Task Force wants people here to share their views on the need to repair and replace existing state-owned facilities, Mulder said in a press release.

"I hope we will hear suggestions for funding," Mulder said. "There are several options available — we need to hear what Alaskans consider acceptable."

The Task Force will report back to the state legislature in January.



KETCHIKAN GATEWAY BOROUGH SCHOOL DISTRICT

DEFERRED MAINTENANCE TASK FORCE

White Cliff Elementary School is a 71-year-old facility. Lack of funding for maintenance has contributed to the current condition of the building. Problems include architectural, mechanical and electrical deficiencies, some contributing to life and safety issues.

The White Cliff Elementary School Facility Condition Survey prepared in 1993 addressed the condition of this facility. At the least, code upgrade is imperative to correct life/safety deficiencies, according to the report. However, these upgrades only satisfy a student's right to be housed in a safe, warm and dry school facility while White Cliff's outdated and obsolete systems continue to deteriorate.

RECEIVED

SEP 26 1997

**CITY MANAGER
CITY OF KETCHIKAN**

**KETCHIKAN GATEWAY BOROUGH SCHOOL DISTRICT
FACILITY COST DATA: JANUARY - DECEMBER 1995**

SCHOOL:	HOUGHTALING ELEM	REVILLA HIGH	SCHOENBAR MIDDLE SCH	VALLEY PARK ELEM	WHITE CLIFF ELEM
	55,000 SQ FT	10,000 SQ FT	65,000 SQ FT	38,000 SQ FT	38,000 SQ FT
	555 STUDENTS	75 STUDENTS	442 STUDENTS	300 STUDENTS	343 STUDENTS
	BUILT 1960	BUILT 1984	BUILT 1964	BUILT 1972	BUILT 1924
	REMODELED 1971,1977,1986		REMODELED 1972,1984		REMODELED 1952,1978,1979
UTILITY COST:	78,359.00	22,304.00	89,917.00	114,123.00	52,003.00
UTILITY COST PER SQUARE FT:	1.42	2.23	2.37	3.00	1.37
UTILITY COST PER STUDENT:	141.19	297.39	203.43	380.41	151.61
MAINT. COST:	60,221.00	13,409.00	79,727.00	90,974.00	35,921.00
MAINT. COST PER STUDENT:	108.51	178.79	180.38	303.25	104.73
MAINT. COST PER SQUARE FT:	1.09	1.34	1.23	2.39	0.95
CUSTODIAL COST:	57,466.00	25,565.00	105,666.00	71,770.00	58,956.00
CUSTODIAL COST PER STUDENT:	103.54	340.87	239.06	239.23	171.88
CUSTODIAL COST PER SQUARE FT:	1.04	2.56	1.63	1.89	1.55

The Association of Physical Plant Administrators (APPA) educational institution national average for maintenance departments is approximately one skilled employee for each thirty-eight thousand square feet of building space. Carpenters, plumbers, electricians, HVAC engineers, etc., are recognized as skilled employees.

Factors such as grounds area, climate and age of facilities increases that figure. **The Ketchikan School District has one skilled employee for each seventy-one thousand four hundred square feet (71,400) of building space, or 53% of the staffing required.** If you factor in the amount of grounds which are maintained the District has one skilled employee for each one hundred and sixty thousand square feet (160,000) of buildings and grounds maintained.

Insufficient staffing continues to have an adverse impact upon the overall condition of District facilities. Maintenance projects are continually deferred due to a lack of personnel, materials and funding. **The maintenance department has had to reduce staff by 21% over the past five (5) years which equals a loss of 22,880 available man-hours of work being done in the District.**

While the "seen" things such as grounds condition, paint, etc., are showing some signs of neglect, the unseen things such as mechanical, plumbing and electrical equipment is in a worse condition. **When you reduce maintenance, you increase the cost of repairs.**

The Encyclopedia of Architecture indicates:

"The cost of preventative maintenance ranges according to the intent of the plans developed. To set a budget for this type of work, one may estimate 5% of the present value of the building for preventative maintenance activity."

The value of Ketchikan Gateway Borough School District facilities as of June 1997 is \$71,712,857. Based on the information from the Encyclopedia of Architecture, KGBSD budget for preventative maintenance should be in the range of \$3.5 million. Our total maintenance budget is approximately \$2.8 million with preventative maintenance being one third of the total.

Done 10/9/97

MEMORANDUM

To: Denny DeWitt |
DMTF

From: Joe Ambrose *2* **VIA FAX - ~~three~~ pages**

Date: 10/9/97

Ref: Ketchikan "Thank Yous"

It was great to have you and the Task Force here. Hope they left with a good impression of our little town.

It would be nice if you would send thank yous to the following:

**Karl Amylon, Manager
City of Ketchikan
334 Front Street
Ketchikan, AK 99901**

He waived the charges at the Ted Ferry Civic Center and provided the services of Jim Voetberg, the assistant city manager, as our guide.

**Georgianna Zimmerle, Manager
Ketchikan Gateway Borough
344 Front Street
Ketchikan, AK 99901**

Page Two

She provided the bus and Cortney Horner, the driver and also coordinated the efforts of the Ketchikan Legislative Liaison Committee, which decided which sites the Task Force should visit. You might also mention to Gerogianna what a good job Don Chenhall, her Director of Transportation Services, did on our tour of the airport facilities.

If you need names or addresses for any of the folks you met along the way, just let me know.



SAXMAN SEAPORT

DEFERRED MAINTENANCE-CITY OF SAXMAN

SAXMAN SEAPORT

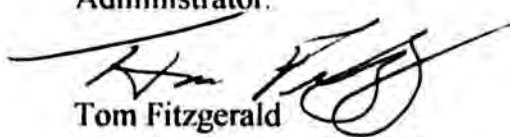
Saxman Seaport is an entity of the City of Saxman. There are two areas in which Deferred Maintenance is an element of concern for the continued safe operation of certain portions of the facility:

1. Transfer Bridge: The transfer bridge is used as the docking point for vessels bringing cargo into the port or loading cargo for shipment elsewhere. Presently it is used primarily for the off-loading of rail-cars loaded with propane and the reshipment of empty railcars. It is also used on a frequent basis for the off-loading of box cars loaded with dynamite.

An inspection of the bridge by R&M Engineering in 1995 indicated that some of the critical stringers have experienced corrosion in the period since it was put in place (1963). Repairs to the bridge stringers are estimated to be \$85,000.00. Because of this corrosion, a safety factor for impact and overload of 1.75 has been reduced to a factor of 1.2. Additional bridge components that are in need of maintenance are described in the attached report from R&M Engineering which was quoted above. Total cost to bring the system up to standards in terms of safety and operational effectiveness is estimated to be \$106,000.00

2. Railroad track system: The railroad track system is an integral part of the off-loading system functioning at the Seaport. Without a safe rail system the current uses of the transfer bridge that involve railcars cannot occur. The rail system needs to be inspected by persons familiar with the requirements of railroad systems and necessary repairs made to insure safety of operation. Definitive costs for this maintenance are unknown, in part because there are no other identified systems of this type in Southeast Alaska. However, during the inspection by R&M noted above, cost estimates to bring the rail system to an acceptable level of condition were made. They total \$31,000.00. (See attached report.)

Point of contact for these subjects is Tom Fitzgerald, Saxman Seaport Manager and Saxman City Administrator.



Tom Fitzgerald
Manager, Saxman Seaport

June 19, 1995

Mr. Thomas Fitzgerald
City Administrator/Seaport Manager
2868 South Tongass, Suite A 201
Ketchikan, Alaska 99901

Re: Barge Facility Condition Survey

Dear Mr. Fitzgerald:

Following is our report on the condition of the barge facility, including the ramp, compressor building, and adjacent rails. The report is based upon an initial site investigation that took place in September, 1993 and additional site visits in May, 1995. We were accompanied on the recent visits by Seaport staff person, Bill Weimer.

OBSERVATIONS AND CALCULATIONS

- I. **UPLANDS** - This area consists of the approach to the ramp and the rail system leading to the ramp.
 - A. The rails in the first 100 feet from the ramp appear to have settled 4 to 6 inches. The sawmill that was operating on the site was apparently storing logs across the tracks. The large amount of traffic with a log loader caused settlement in the fill supporting the tracks. It also created a large amount of wear on the timber grade crossing.
 - B. Approximately 78 feet from the ramp, the north rail has been bent, presumably from being hit by a log loader. The bend is at a point where two rails meet.
- II. **SEAFLOOR** - The area under the ramp was dredged to elevation -22 when the ramp was reconstructed in 1985. As shown on the attached sketch the area under the ramp has filled in to as much as elevation -8.
- III. **MECHANICAL** - The ramp is raised by pumping air into two large tanks under the outer end of the ramp and lowered by venting this air.

- A. The two air compressors and air reservoirs in the compressor building appear to be in good condition. There are filters on the air inlets that should be examined to see if they need cleaning or replacement.
 - B. The winches at the end of the ramp appeared to operate in a satisfactory manner. The cable and chain looked like they could use some lubrication.
 - C. There were no operation and maintenance manuals for the air compressors or winches. These should have been provided by the contractor at the completion of the construction. If they can not be found, we can assist in obtaining the necessary information from the manufacturers.
- IV. **RAMP** - The steel ramp is shown originally in drawings dated 1962. It is assumed to have been constructed in 1963. When built, the ramp was controlled by cables lifting from towers on each side. The ramp was reconstructed in 1985. The towers were replaced with the float system to support the ramp that is in place today.

The ramp is conventionally constructed with two main stringers that are about 7 feet deep. There are WF 30 X 99 (wide flange beams that are 30 inches deep and weigh 99 pounds per lineal foot) cross beams between the stringers every 11 feet. There are 4 longitudinal beams running between the cross beams. The center pair are under the railroad rails and are WF 14 X 43. Outside of the rails is a pair of WF 14 X 30 beams. There is a pair of angle iron braces between each pair of the cross beams.

The writer has personal knowledge that the ramp was repainted when it was reconfigured in 1985. During the subsequent repainting effort in 1993, it was noticed that there was considerable corrosion evident in some of the steel members.

- A. The corrosion is not evident in the main stringers. There is, however, a slight bend in the northerly stringer that is believed to have resulted from recent barge damage to the ramp. The kink does not appear to be sufficient to be of concern.
- B. The WF 30 X 99 show considerable evidence of corrosion. The bottom flange appears to have lost approximately 1/16 inch of metal. The web (center portion of beam) has fairly extensive pitting to 1/16 inch deep and a some local pits to 1/8 inch in depth. The bolted connections to the main stringers are in satisfactory condition.
- C. The 14 inch deep, longitudinal stringers have extensive corrosion. In at least one case, the web is corroded through in a local area. The inner stringers carry the rail cars that utilize the ramp on a monthly basis. We have

R&M

calculated the theoretical capacity of these beams and also watched them when rail cars were unloaded. The decreased amount of remaining steel appears to be sufficient to carry the loads imposed by the rail cars and other ramp users, however, the normal factors of safety are no longer being met. Rather than the required factor of safety for impact and overload of 1.75, a factor of safety of 1.2 is all that is remaining.

- D. The angle braces that are between each pair of cross beams were new when the ramp was reconstructed in 1985, however, the gusset plates are reduced in thickness from 3/8 inch to as little as 1/8 inch and should be replaced.
- E. The timber decking is for the most part is good condition, however, some of the planks at both ends of the ramp should be replaced.

RECOMMENDATIONS

The following repair recommendations are presented in what I consider the order of their importance:

1. Replace the longitudinal stringers. There are a total of 48 beams totaling 18,085 pounds and 384 bolts. The deck, 8" X 10" ties, and rails will have to be removed to have access to remove and install the new beams. These materials can be reused except for the decking that needs to be replaced and new fasteners.
Estimated Cost \$85,000
2. Replace the gusset plates for the angle braces. These are welded to the underside of the main stringer and bolted to the cross beam. There are 28 plates and 392 bolts that will have to be cut off and replaced.
Estimated Cost \$12,000
3. Install an epoxy coating on the air pipe to the floats. The pipe is galvanized, but will not last long term in the salt water environment.
Estimate Cost \$1,000
4. Dredge the vicinity of the float so that the buoyancy tanks that support the ramp can not hit bottom.
Estimated Cost \$5,000
5. Hire a corrosion engineer for an analysis of the coating system on the float assembly and to determine if cathodic protection should be installed on the ramp and float to reduce further corrosion. The estimated cost is based upon a conversation with Corrosion Control Specialists, Kent, Washington.

R&M

Mr. Thomas Fitzgerald
June 19, 1995
Page 4

Estimated Cost \$3,000

6. Straighten or replace the "kinked" rails.
Estimated Cost \$5,000
7. Recondition the first 100 feet of rail that has settled and replace the timber grade crossing. It is to be a high traffic area, you may wish to consider utilizing concrete in lieu of timber.
Estimated Cost \$26,000

Please call me if you have any questions about this report.

Very truly yours,

R&M ENGINEERING-KETCHIKAN, INC.


Ray Bloom

cc: File 932370



cc:Mail for: Denny DeWitt

Subject: Ketchikan Overnight
From: Denny DeWitt 10/3/97 10:06 AM
To: Annette Kreitzer
To: Annie Landrum
To: Barbara Cotting at LAA_TRANS
To: Billie Rae Gillas at LAA_HPHG
To: Caroline McRoberts at LAA_TRANS
To: Denny DeWitt
To: Dianne Lindback
To: Joe Ambrose at LAA_STAY
To: Katrina Matheny
To: Larry Labolle at LAA_TRANS
To: Mary Gore at LAA_SMIL
To: Matt Gill at LAA_TRANS
To: Myrna McGhie at LAA_TRANS
To: Peter Ecklund
To: Portia Parker at LAA_TRANS
To: Rachael Moreland at LAA_SLEM
To: Representative Beverly Masek at LAA_TRANS
To: Representative Gail Phillips
To: Representative Gene Kubina
To: Representative Jeannette James at LAA_TRANS
To: Representative Kim Elton
To: Representative Richard Foster at LAA_TRANS
To: Senator Gary Wilken
To: Senator Mike Miller at LAA_SMIL
To: Senator Robin Taylor at LAA_STAY
To: Senator Tim Kelly at LAA_SKE
To: Sheila Peterson
To: Tim Benintendi at LAA_SKE

I have the following list of folks attending Ketchikan trip and where they will overnight. Please notify me and Joe Ambrose if it is not correct. He needs to arrange for transportation for Tuesday October 7.

Attending Mulder James Leman Taylor Wilken DeWitt

6

All except Taylor will overnight Monday in Juneau and take early flight to Ketchikan on Tuesday. All will take evening flight to Juneau and overnight Wed in Juneau.

**THE FOLLOWING DOCUMENT HAS NOT
BEEN FILMED BUT IS AVAILABLE IN THE
ORIGINAL FILE.**

U.S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE
F. DALE ROBERTSON, CHIEF
ALASKA REGION
COPPER RIVER AND SEWARD MERIDIANS

1992

SCALE 1:2,000,000



LEGEND

- | | | |
|-----------------------------------|---------------------------------|-------------------------------------|
| onal Forest Boundary | Regional Headquarters | National Forest |
| national Boundary | Forest Supervisors Headquarters | National Forest Monument |
| ncial Boundary | District Ranger Station | National Forest Wilderness |
| ment, Park or Wilderness Boundary | Scheduled Jet Service | National Forest Monument Wilderness |
| or Provincial Highway | Scheduled Non Jet Service | National Park |
| oad | | National Wildlife Refuge |
| | | Indian Reservation |

144°

142°

140°

138°

Longitude west from Greenwich

LUD II*-More Wildlands

ngass Timber Reform Act of 1990 established 12
at are to be managed in perpetuity under Land
signation II*

	Acres
Forelands	139,035
Bay	45,233
ek	38,313
n	34,281

Petersburg Visitor Information Center
P.O. Box 649
Petersburg, Alaska 99833
907-772-3646

Forest Supervisor, Ketchikan Area
Federal Building
Ketchikan, Alaska 99901
907-225-3101

Craig Range
P.O. Box 50
Craig, Alaska

Thorne Bay
P.O. Box 1
Thorne Bay

Wrangell Range
P.O. Box 51

KETCHIKAN GATEWAY BOROUGH
KETCHIKAN INTERNATIONAL AIRPORT
1000 Airport Terminal Bldg., Ketchikan, Alaska 99901 Tel. (907)225-6800 Fax (907)225-2939

October 29, 1997

Rep. Eldon Mulder, Co-Chair
Deferred Maintenance Task Force
719 W. Fourth Ave. #310
Anchorage, AK 99501

Dear Rep. Mulder:

I very much appreciate having the opportunity to have you and your fellow committee members tour the Ketchikan Airport and become familiar with our maintenance concerns on October 7.

From the amount and quality of questions that were asked, it was obvious that members of your committee have a genuine concern for in-depth knowledge associated with this huge task you have undertaken.

We have a unique airport situation here in Ketchikan, both with access and with the owner/operator partnership we share with the State. We count ourselves fortunate to have legislators in Juneau with first-hand knowledge of local aviation issues.

I hope to have the opportunity to call on you during future sessions of the Legislature. Thank you again for your interest in the Ketchikan Airport.

Regards,

Don Chenhall

Don Chenhall
Airport Manager