

ALASKA LEGISLATURE SPECIAL COMMITTEE/SUBJECT FILES 8672

2543 SCOMM 111: DEFERRED MAINTENANCE TASK FORCE, 1997

What We Have Done (Continued)

- New Technology & Methods
- Decertified Airports
- Used other Funding Sources
- Contracted out work
- Reduced Level of Service
- *Deferred Maintenance*

Deferred Maintenance

What it *IS*:

Typical Examples

- Pavement Repair
- Gravel Surface Repairs
- Bridge Maintenance
- Drainage Repair
- Guardrail and Fence Repair
- Signs
- Pavement Markings



Deferred Maintenance

What it is *Not*:

Typical Examples

Increases to:

- Inspection, Security
- Fire Fighting
- Administration & Support
- Snow and Ice Control
- Utilities
- Grading
- Dust Control
- Pavement Sweeping



Deferred Maintenance Analysis

Actual Operating Expenditures						
One time Cost	Yearly Cost					
		To make facilities whole		to keep whole		
	FY95	FY96	FY97	Ave3yr	Capital Need	Operating Need
Inspection, Security , Fire Fighting & Support						
Admin & Support Acty	251,946.58	128,397.84	164,797.94	181,714.12	0	0
Inspection	1,296,780.05	1,337,367.49	1,466,641.56	1,366,929.70	0	0
Security & Fire Fighting	1,138,264.40	1,040,192.91	893,012.39	1,023,823.23	0	0
All Training	538,477.31	748,019.43	582,997.09	623,164.61	0	0
Spec Event & Vip Req	222,148.56	229,071.03	279,842.65	243,687.41	0	0
TOTAL	3,447,616.90	3,483,048.70	3,387,291.62	3,439,319.07	0	0
Roadway/Runway						
Transportatn Activity	180,331.66	53,047.81	143,155.30	125,511.59	0	0
M&O Roadway/Runway	52,309.93	75,676.37	0	42,662.10	0	0
Haz Matls Clnup&Mgmt	140,639.84	85,943.02	27,456.36	84,679.74	10,456,800.00	170,500.00
Major Pvmnt Repair	2,621,437.08	2,848,606.10	2,821,476.29	2,763,839.82	29,232,100.00	3,306,500.00
Minor Pvmnt Repair	1,573,130.68	1,100,467.48	1,089,640.30	1,254,412.82	0	0
Embankment Repair	265,272.93	533,634.10	189,424.34	329,443.79	0	0
Blading	2,813,938.06	2,965,649.96	3,211,214.54	2,996,934.19	0	0
Dust Control	573,633.05	879,116.55	721,513.56	724,754.39	0	0
Gravel Resurfacing	1,348,975.15	1,376,768.82	1,078,320.53	1,268,021.50	49,505,400.00	4,483,900.00
Pavement Sweeping	318,063.91	171,903.77	263,080.53	251,016.07	0	0
Bridge Maintenance	862,868.12	483,132.44	111,599.75	485,866.77	2,053,870.00	511,400.00
Rock&Landslide Clnup	3,932.40	13,067.02	5,464.70	7,488.04	0	0
TOTAL	10,754,532.81	10,587,013.44	9,662,346.19	10,334,630.81	91,248,170.00	8,472,300.00

Deferred Maintenance Analysis

(Continued)

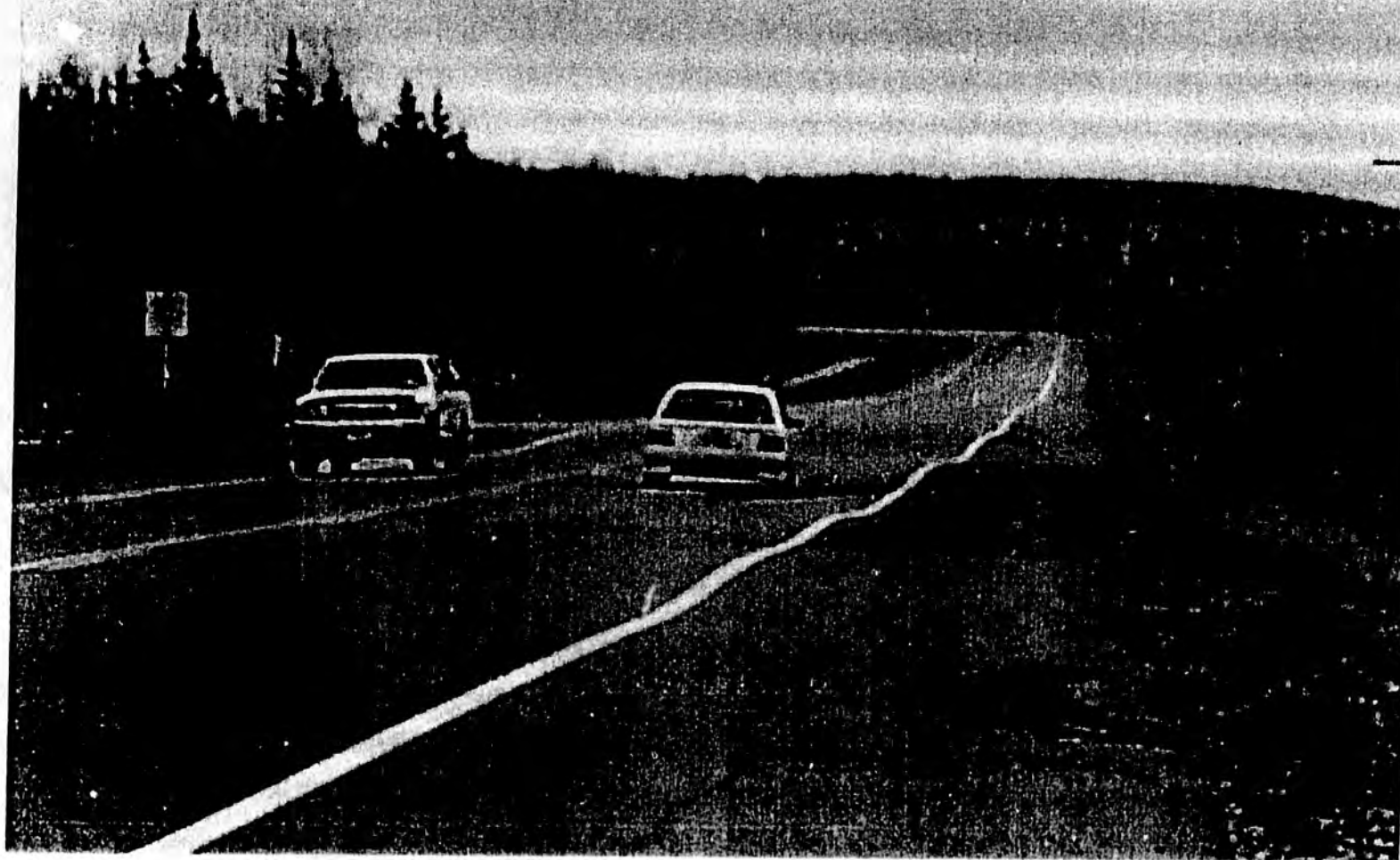
	FY95	FY96	FY97	Ave3yr	Capital Need	Operating Need
Drainage & Roadside						
Drnage & Rdside Mntc	43,803.20	29,105.37	1,191.38	24,699.98		
Drain Strc/Not Snow	534,165.33	676,567.23	575,950.68	595,561.08	2,836,500.00	498,500.00
Shlder, Slope, Ditch	453,247.65	509,776.61	335,333.74	432,786.00	1,180,400.00	345,000.00
Gurdl,Fence,Barrier	196,624.46	331,579.26	311,763.03	279,988.92	3,517,700.00	313,000.00
Roadside Vegetation	710,110.57	979,717.90	742,509.99	810,779.49	2,664,300.00	767,600.00
Parklots,Sdewlk&Turn	43,862.17	38,593.34	42,308.50	41,588.01	0	0
Litter & Trash Remov	163,782.89	190,943.32	207,663.32	187,463.17	766,000.00	323,500.00
Floats & Docks		1,979.41	154.61	711.34	0	0
Bike Path&Trail Mntc	1,796.54	9,184.27	2,069.72	4,350.17	487,500.00	70,000.00
Animal/Bird Control	9,080.18	3,615.47	6,057.98	6,251.21	0	0
TOTAL	2,156,473.00	2,771,062.18	2,225,002.94	2,384,179.37	11,452,400.00	2,317,600.00
Snow & Ice Control						
Snow & Ice Control	95,546.00	110,083.08	24,107.49	76,578.86	0	0
Snow Plow & Ice Cntl	13,660,707.78	12,736,241.67	14,211,897.18	13,536,282.21	0	0
Snow Removal & Displ	2,013,477.16	793,256.55	1,531,367.89	1,446,033.87	0	0
Avlnche Cntrl & Clnp	101,039.75	66,062.32	72,426.37	79,842.81	0	0
Drnge Struc Thaw/Clr	379,630.56	996,530.60	635,756.18	670,639.11	0	0
TOTAL	16,250,401.26	14,702,174.21	16,475,555.11	15,809,376.86	0	0
Traffic Control						
Traffic Control Serv	1,572.68	1,781.99	0	1,182.22		
Signs & Delineators	538,073.10	510,070.33	492,293.25	513,478.90	1,460,300.00	276,650.00
Pavement Marking	814,370.82	955,265.39	988,303.02	919,313.08	2,361,800.00	720,500.00
Signals,Lights,Rr-X	1,107,015.07	1,269,369.42	1,020,017.50	1,132,133.99	563,100.00	129,000.00
TOTAL	2,461,031.66	2,736,487.13	2,500,613.77	3,354,670.19	4,385,200.00	1,126,150.00
Utilities	TOTAL	1,973,023.00	2,096,282.29	1,961,300.33	2,010,201.87	0
Buildings	TOTAL	7,140,759.00	6,998,162.00	7,030,948.00	7,056,623.00	21,839,600.00

TOTAL 128,925,370.00 14,316,050.00

Roadway/Runway

Deferred Maintenance Need

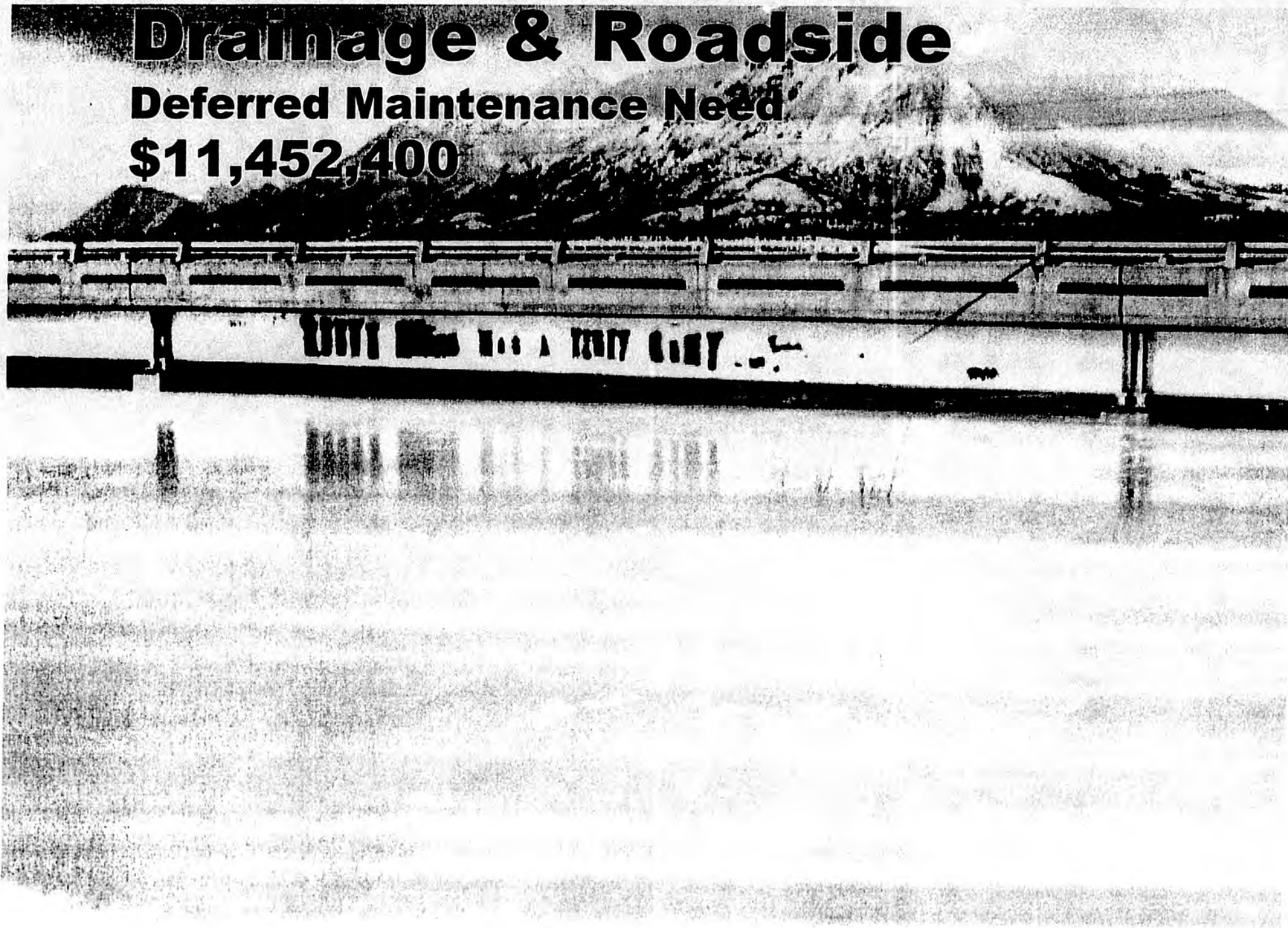
\$91,248,170



Drainage & Roadside

Deferred Maintenance Need

\$11,452,400



Traffic Control

Deferred Maintenance Need

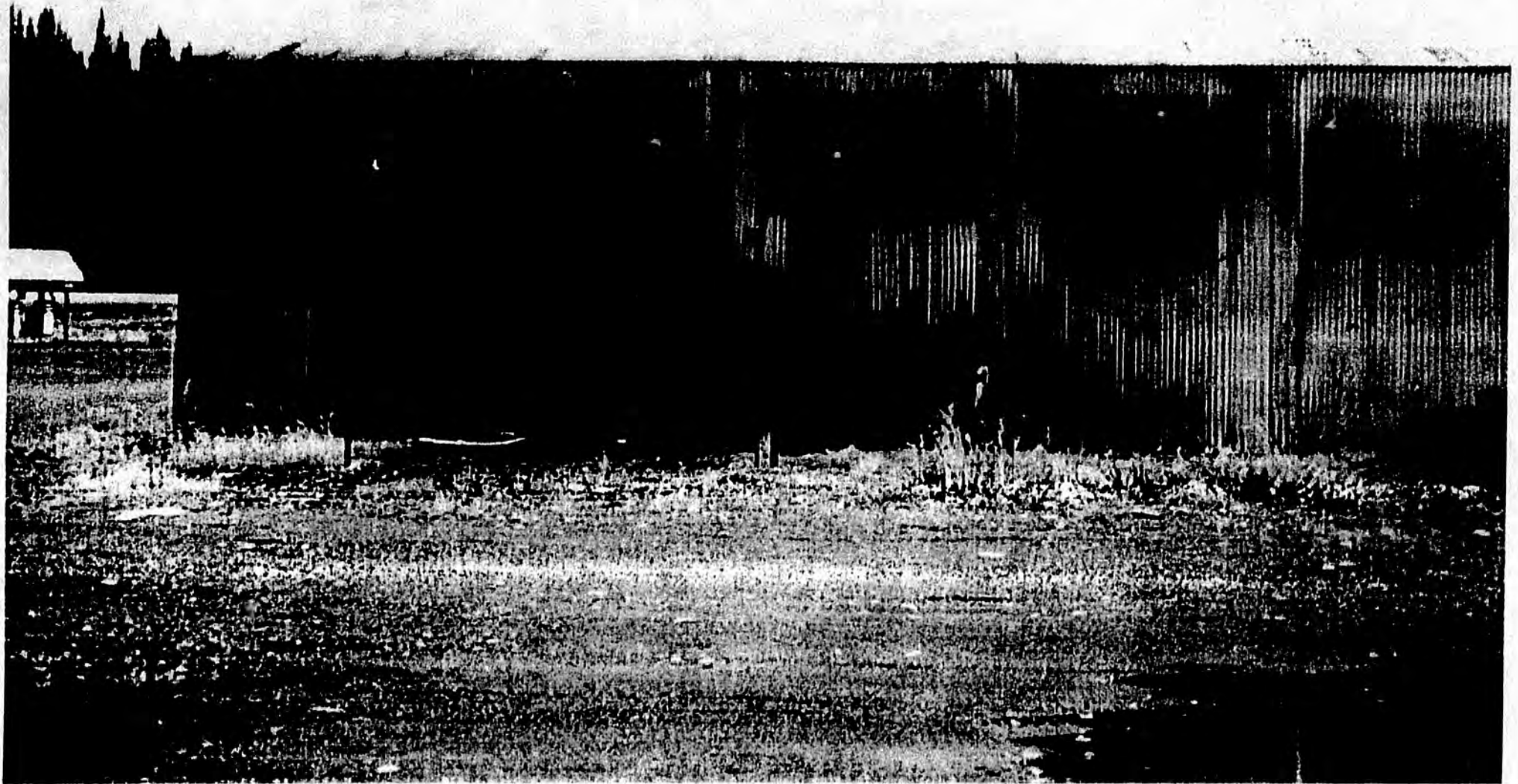
\$4,385,200



Buildings

Deferred Maintenance Need

\$21,839,600



Deferred Maintenance Money Needed Today

We need money to fix our current deferred maintenance.

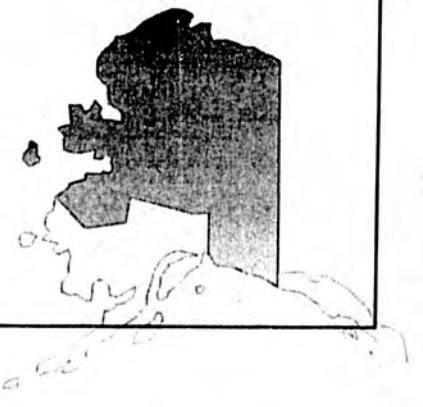
\$130 Million



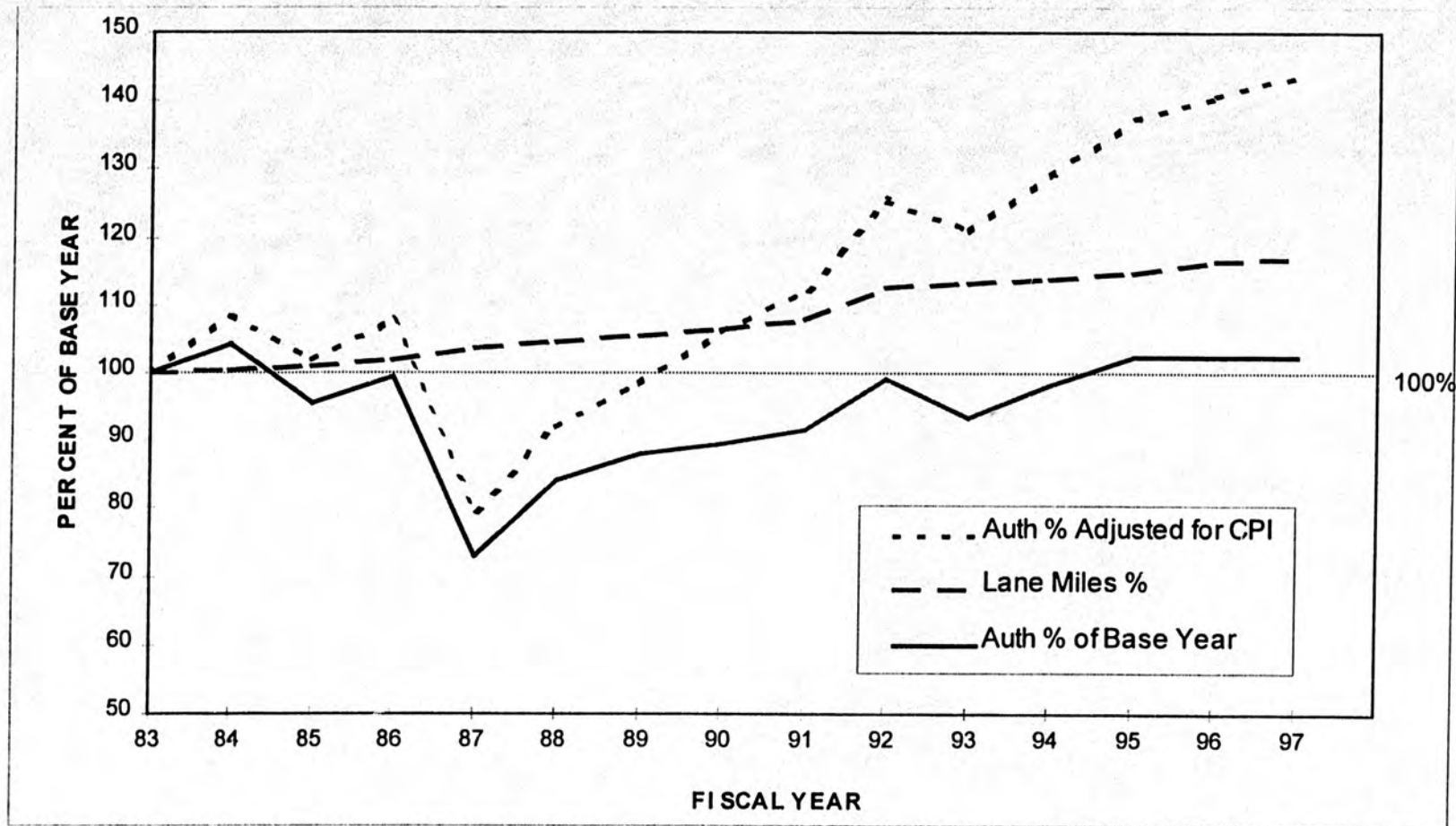
Annual Deferred Maintenance Need

After fixing our Deferred Maintenance problems, we need an annual budget increase to avoid future Deferred Maintenance.

\$14 Million



Northern Region Maintenance & Operations



JUSTIFICATION

**GYM FLOOR
&
BLEACHERS**

**DELTA JUNCTION HIGH SCHOOL
PO BOX 1000
DELTA JUNCTION, AK 99737
(907) 895-4460
FAX (907) 895-4049**

**SANDRA M. HILL
PRINCIPAL**

GEORGE R. VRABLIK, M.D., P.C.

1919 Lathrop St., Suite 125
Fairbanks, Alaska 99701-5936

Telephone: (907) 452-5771

APR 15 1997

April 11, 1997

Dan Beckman
Superintendent of Schools
Delta/Greely School District
Delta Junction, AK 99737

Dear Mr. Beckman:

As you may know, I am a parent of a Monroe High School student who has had the opportunity to play in your Delta High School gym facility. As an orthopedic surgeon, I noted that your gym floor is worn and is the type of floor which has been associated with increased injury in high school and college athletes.

On a wood-suspended floor, there is less stress transmitted to the lower extremity joints, especially the knees. In addition, there have been fewer injuries associated with wood floors as opposed to vinyl coating over cement.

I would strongly recommend from a medical standpoint, that safety of the athletes using your facility would be improved with a new gym floor and I would recommend a regular hardwood basketball floor, of the type seen in most schools and athletic facilities. I think this would reduce the number of injuries, especially to the knee joint (anterior cruciate ligament especially), provide less trauma to the lower extremities in general, and contribute to the overall enjoyment and safety of the students using your facility.

Thank you for considering my suggestion.

Sincerely,



George R. Vrablik, M.D.
Orthopedic Surgeon

grv/vkk



Delta Junction High School

Delta Junction High School

Pouch 1

Delta Junction, Alaska 99737

Ph: (907) 895-4460 • Fax: (907) 895-4049

March 10, 1997

To Whom It May Concern;

The purpose of this letter is to support the efforts of Delta/ Greely School District in securing funds to replace the 22 year old tartan gym floor at Delta High School. The floor has now deteriorated to a level that the safety and health of students and athletes are jeopardized.

I can assure you that this floor has gone years beyond its projected usability. Not unlike other rural communities where the school is the center of activity, the gym at Delta High is used 6-7 days a week, eleven months out of the year. Delta High has a very aggressive activities program that hosts many athletic events. Visiting coaches and parents have begun to notify the district of their concern for the safety of their child playing on Delta's floor. These concerns are very valid. Just by looking at the floor you can see that it has worn to base layer. The only thing between athletes and cement is a very thin layer of resin.

On March 27, 1996 the Delta/Greely School District had an inspection done on the gym floor. In the report Mr. James G. Bagles of Alaskan Industries stated, " that the floor was on the verge of breaking through the topcoat into the softer resin. At this point, wear is accelerated rather dramatically. Additionally, with the topcoat gone, maintenance goes up rather dramatically." Under these conditions young athletes do not have the benefits of shock absorption.

I am asking that you please give this matter your immediate attention and consider appropriating the funds necessary to replace the gym floor at Delta High. The safety of students, faculty, and community members is dependent on the funding needed for the replacement of the floor.

Sincerely,

Sandra M. Hill
Principal

04/10/97

To whom it may concern;

I write this letter in regards to the gym floor in Delta Junction High School. The gym floor is a tartan floor that was installed in 1976. The floor condition at this time is very poor and needs to be replaced.

This tartan floor has given Delta Junction High School and it's athletics 21 years of wear, but has now become a concern for the students and athletes that use it. The floor has been inspected and was considered wore out. It is a concern for Delta Junction High School, it's athletics and it's visitors that this floor be replaced. Please consider appropriating the funds necessary to make it possible for us to make our gym safe for our students and others that use our facility.

Sincerely,



Howard D. Beito
Athletic Director
Physical Education Teacher
Delta Junction High School

April 11, 1997

To whom it may concern:

I have been the boys basketball coach at Delta High School for the past six years. I am writing this letter in regards to the poor condition of our gymnasium floor and the need for a new one.

First of all the floor has become progressively worse throughout the years. It was very poor to begin with. It is an old tartan (not wood, rubber) floor, which has large cracks in it. The finish on the floor also has cracks in it. The floor is very slick even after being swept. I believe this is due to the finish. Every year the floor is refinished, but it only seems to take a few weeks for the finish to come off and the ice skating to begin again. The floor is also a dark color which doesn't reflect any light. So when you go into the Delta gym it's like walking into an unlit cave.

My concern for this floor goes beyond the inconvenience of slipping and sliding and the lack of proper lighting. My main concern goes to the injuries it causes to those who use it. Strained muscles and sprained & fractured ankles & knees are at the root of my concern. We have had an inordinate amount of injuries due, in my opinion, to the problems with our floor. To see a high school player go down in a game or practice when the injury could be preventable is a real shame. You only go around once in high school and we should make sure the kids get the best experience they can out of it. As the condition of the floor gets worse I can only imagine that the injuries will rise as well.

In comparison to other schools that we compete against I would say that our floor is by far the worst. No other floor that we play on has the obvious signs of wear and tear on it that ours has (the cracks and peeling finish).

Please consider funding a new gym floor for Delta. The declining condition of our floor and the mounting injuries due to it more than warrant it. Thank you.

Respectfully,

Bruce Noonan

04/11/97

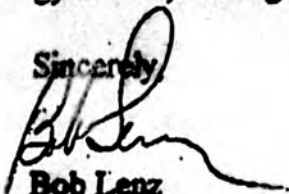
To whom it may concern;

I am writing this letter in regards to the gym floor at Delta High School. The current gym floor is in very poor condition and needs to be replaced.

In Alaska's smaller communities, the high school gym is usually one of the most used buildings in the community. Delta Junction host many athletic activities for schools statewide. It is important to have a safe facility for the youth of Alaska.

Please consider appropriating the necessary funds for upgrading the Delta High School gym floor, making it safe for the tremendous amount of use it receives.

Sincerely,



Bob Lenz
Athletic Director
Cordova High School

04/10/97

To whom it may concern;

We the following are concerned with the gym floor condition at Delta Junction High school. This is a tartan floor that is over 21 years old and is in desperate need of replacement.

Please consider appropriating funds to help Delta Junction High School in replacing their existing floor.

	Name	Title
1.	Steve	Teacher/coach - Cordova
2.	Undersa	teacher - Cdr
3.	Cunningham	Teacher - Valdez
4.	Shirley LeJeune	Teacher/Coach Valdez
5.	Candy Shurnea	Coach Tok VB
6.	Linn H. Hand	Coach Kenny Lake
7.	Mitch Kuttke	Teacher/Coach Tri-Valley.
8.	Lee Brown	Coach Delta H.S.
9.		
10.		

Delta/Greely School District



REAA #15
P.O. Box 527
Delta Junction, Alaska 99737
(907) 895-4657

Fl. Greely School
P.O. Box 647
Delta Junction, Alaska 99737
(907) 869-3105

Delta High School
Delta Elementary School
P.O. Box 1000
Delta Junction, Alaska 99737
(907) 895-4460 • (907) 895-4696

Delta/Greely Correspondence
Delta Alternative High School
Healy Lake School
P.O. Box 527
Delta Junction, Alaska 99737
(907) 895-4655 • (907) 876-5020

April 11, 1997

Representative Gene Kubina
P.O. Box 2463
Valdez, AK 99686

Dear Representative Kubina,

Thank you for taking the time to see me earlier this week. I am compiling letters of support (actually letters of complaint) regarding our "new gym" floor. As I have previously pointed out, the gym is twenty-two years old and the term "new" is used only to differentiate it from the old gym which we use as a lunch room and for elementary physical education. This older gym was built approximately thirty-four years ago and is not regulation size.

I am sure you are aware of how extensively a rural gym is used for community and recreational purposes during the course of a year. Our gym is used up to sixteen hours, per day, during the school year and has considerable additional use over the summer months.

Because of the age, and the amount of usage, the condition of the floor in the new gym has deteriorated significantly over the past couple of years. The floor surface, Tartan, was poured over concrete and has worn thin after years and years of use. Tartan floors have been used in many gyms around the country. However, it is my contention that the Tartan floor provides an environment where injuries occur more often than on traditional wood floors. Due to the age of the floor and the fact that the subsurface is showing through, the floor surface "grabs" the foot, resulting in something having to give. Usually, an ankle or knee. This puts our students, and all others at a greater risk of injury.

The initial quotes we have received, suggest we can cover the existing floor with wood for approximately \$60,000. Any assistance you can offer in helping us secure funds for replacement this summer will be sincerely appreciated.

As we receive correspondence from schools within our region, and the mid Alaska Conference Schools, we will forward them to you. Thanks for your help.

Sincerely,

Dan Beck
Daniel L. Beck/*DLB*
Acting Superintendent

*Jo BOARD
6/31/97*

Alaska State Legislature

JUN 02 1997

Committees

Labor & Commerce
Legislative Council
World Trade
Trade & Tourism
Special Committee
on Fisheries



Representative Eugene Kubina
House Minority Leader

During Session:
Alaska State Capitol
Juneau, Alaska 99801-1182

During Interim:
P.O. Box 2463
Valdez, Alaska 99686

May 29, 1997

Dan Beck, Superintendent
Delta/Greely School District
P.O. Box 527
Delta Junction, AK 99737

Dear Mr. Beck:

At the end of session, I received your letter requesting funds to replace the "new gym" floor and you also inquired about the status of the Delta School Roof Repairs and Fire Alarm Replacement CIP request. Now that the dust has had a chance to settle, I wanted to give you a final update on those projects.

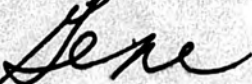
In regards to the gym floor, unfortunately, there were no funds available to fund that project. Since we no longer have discretionary funds to disburse throughout individual districts, it is very difficult to get projects such as these funded. Your best bet would be to get on the Department of Education's (DOE's) Major Maintenance Grant list.

As far as the Delta Roof Repair & Fire Alarm Replacement, that project is listed as the #9 priority on DOE's Major Maintenance Grant List. The capital budget that the Governor submitted to the Legislature funded the top six priorities and the Legislature ended up funding the top five. Therefore, even though it did not get funded this year, the chances are real good that it will be funded next year.

Dan, I realize how frustrating it is trying to get funding to maintain our existing schools. As you know, we have a tremendous backlog throughout the entire state, which is why the Legislature created a deferred maintenance task force to deal with this very problem. I was appointed as a member of this task force and will be working during the interim to find a solution to address this backlog.

I assure you that I will do everything I can to find a long-term funding source to address this deferred maintenance list. I also encourage you to follow the work of this task force and as we get into the meetings, I will be sure to keep you informed of our progress.

Sincerely

A handwritten signature in cursive script, appearing to read "Gene", written in dark ink.

Representative Gene Kubina
District 35

Delta/Greely School District



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Delta/Greely Correspondence
Delta Alternative High School
Healy Lake School
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Delta Junction, Alaska 99737
(907) 895-4655 • (907) 876-5020

April 11, 1997

Senator Georgianna Lincoln
State Capitol
Juneau, AK 99801-1182

Dear Senator Lincoln,

Thank you for taking the time to see me earlier this week. I am compiling letters of support (actually letters of complaint) regarding our "new gym" floor. As I have previously pointed out, the gym is twenty-two years old and the term "new" is used only to differentiate it from the old gym which we use as a lunch room and for elementary physical education. This older gym was built approximately thirty-four years ago and is not regulation size.

I am sure you are aware of how extensively a rural gym is used for community and recreational purposes during the course of a year. Our gym is used up to sixteen hours, per day, during the school year and has considerable additional use over the summer months.

Because of the age, and the amount of usage, the condition of the floor in the new gym has deteriorated significantly over the past couple of years. The floor surface, Tartan, was poured over concrete and has worn thin after years and years of use. Tartan floors have been used in many gyms around the country. However, it is my contention that the Tartan floor provides an environment where injuries occur more often than on traditional wood floors. Due to the age of the floor and the fact that the subsurface is showing through, the floor surface "grabs" the foot, resulting in something having to give. Usually, an ankle or knee. This puts our students, and all others at a greater risk of injury.

The initial quotes we have received, suggest we can cover the existing floor with wood for approximately \$60,000. Any assistance you can offer in helping us secure funds for replacement this summer will be sincerely appreciated.

As we receive correspondence from schools within our region, and the mid Alaska Conference Schools, we will forward them to you. Thanks for your help.

Sincerely,

Dan Beck
Daniel L. Beck /LH
Acting Superintendent

Delta/Greely School District



REAA #15
P.O. Box 527
Delta Junction, Alaska 99737
(907) 895-4657

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(907) 895-4655 • (907) 876-5620

April 11, 1997

Senator Mike Miller
P.O. Box 55094
North Pole, AK 99705

Dear Senator Miller,

Thank you for taking the time to see me earlier this week. I am compiling letters of support (actually letters of complaint) regarding our "new gym" floor. As I have previously pointed out, the gym is twenty-two years old and the term "new" is used only to differentiate it from the old gym which we use as a lunch room and for elementary physical education. This older gym was built approximately thirty-four years ago and is not regulation size.

I am sure you are aware of how extensively a rural gym is used for community and recreational purposes during the course of a year. Our gym is used up to sixteen hours, per day, during the school year and has considerable additional use over the summer months.

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Sincerely,

Dan Beck
Daniel L. Beck TDH
Acting Superintendent

Delta/Greely School District



REAA #15
P.O. Box 527
Delta Junction, Alaska 99737
(907) 895-4657

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(907) 895-4655 • (907) 876-5020

April 11, 1997

Senator Gary Wilken
State Capitol
Juneau, AK 99801

Dear Senator Wilken,

Thank you for taking the time to see me earlier this week. I am compiling letters of support (actually letters of complaint) regarding our "new gym" floor. As I have previously pointed out, the gym is twenty-two years old and the term "new" is used only to differentiate it from the old gym which we use as a lunch room and for elementary physical education. This older gym was built approximately thirty-four years ago and is not regulation size.

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Sincerely,

Dan Beck
Daniel L. Beck *DLB*
Acting Superintendent

U.S. Mail, Fax Note 7672

Ken Seifert
Delta Greely SO

895-4246

Telephone #

No. of Pages

From

Company

Location

Fax #

Original
Disposition

Today's Date

Time

6

4/8

5:30 PM

Julie
Alaskan Industries

Dept. Charge

Telephone #

373-6986

(800) 541-7623

☐ Destroy

☐ Return

☐ Call for pickup

Alaskan Industries

(907) 376-2485

800 541-7623

FAX (907) 373-6986

Delta Greely School District
FAX (907) 895-4246

4/8/96

Attn: Ken Seifert

Re: High School Gym Floor

Gentlemen,

I apologize for taking so long in responding. It seems like every year at this time, my schedule becomes extremely hectic.

Based on my visual inspection of your floor on 3/27/96, you are on the verge of breaking through the topcoat into the softer resin. At this point, wear is accelerated rather dramatically. Additionally, with the topcoat gone, maintenance goes up rather dramatically. The floor then absorbs contaminants which must be removed prior to any overpouring. All of this adds to the cost of the overpour.

DOT&PF Northern Region

Deferred Maintenance Analysis

	Actual Operating Expenditures				One-time Cost	Yearly Cost
	FY95	FY96	FY97	Ave3yr	Capital Need	Operating Need
Inspection, Security, Fire Fighting & Support						
Admin & Support Acty	251,946.58	128,397.84	164,797.94	181,714.12	0	0
Inspection	1,296,780.05	1,337,367.49	1,466,641.56	1,366,929.70	0	0
Security & Fire Fighting	1,138,264.40	1,040,192.91	893,012.39	1,023,823.23	0	0
All Training	538,477.31	748,019.43	582,997.09	623,164.61	0	0
Spec Event & Vip Req	222,148.56	229,071.03	279,842.65	243,687.41	0	0
TOTAL	3,447,616.90	3,483,048.70	3,387,291.62	3,439,319.07	0	0
Roadway/Runway						
Transportatn Activity	180,331.66	53,047.81	143,155.30	125,511.59	0	0
M&O Roadway/Runway	52,309.93	75,676.37	0	42,662.10	0	0
Haz Matls Clnup&Mgmt	140,639.84	85,943.02	27,456.36	84,679.74	10,456,800.00	170,500.00
Major Pvmnt Repair	2,621,437.08	2,848,606.10	2,821,476.29	2,763,839.82	29,232,100.00	3,306,500.00
Minor Pvmnt Repair	1,573,130.68	1,100,467.48	1,089,640.30	1,254,412.82	0	0
Embankment Repair	265,272.93	533,634.10	189,424.34	329,443.79	0	0
Blading	2,813,938.06	2,965,649.96	3,211,214.54	2,996,934.19	0	0
Dust Control	573,633.05	879,116.55	721,513.56	724,754.39	0	0
Gravel Resurfacing	1,348,975.15	1,376,768.82	1,078,320.53	1,268,021.50	49,505,400.00	4,483,900.00
Pavement Sweeping	318,063.91	171,903.77	263,080.53	251,016.07	0	0
Bridge Maintenance	862,868.12	483,132.44	111,599.75	485,866.77	2,053,870.00	511,400.00
Rock&Landslide Clnup	3,932.40	13,067.02	5,464.70	7,488.04	0	0
TOTAL	10,754,532.81	10,587,013.44	9,662,346.19	10,334,630.81	91,248,170.00	8,472,300.00

	FY95	FY96	FY97	Ave3yr	Capital Need	Operating Need	
Drainage & Roadside							
Drnage & Rdside Mntc	43,803.20	29,105.37	1,191.38	24,699.98	0	0	
Drain Strc/Not Snow	534,165.33	676,567.23	575,950.68	595,561.08	2,836,500.00	498,500.00	
Shlder, Slope, Ditch	453,247.65	509,776.61	335,333.74	432,786.00	1,180,400.00	345,000.00	
Gurdlr,Fence,Barrier	196,624.46	331,579.26	311,763.03	279,988.92	3,517,700.00	313,000.00	
Roadside Vegetation	710,110.57	979,717.90	742,509.99	810,779.49	2,664,300.00	767,600.00	
Parklots,Sdewlk&Turn	43,862.17	38,593.34	42,308.50	41,588.01	0	0	
Litter & Trash Remov	163,782.89	190,943.32	207,663.32	187,463.17	766,000.00	323,500.00	
Floats & Docks		1,979.41	154.61	711.34	0	0	
Bike Path&Trail Mntc	1,796.54	9,184.27	2,069.72	4,350.17	487,500.00	70,000.00	
Animal/Bird Control	9,080.18	3,615.47	6,057.98	6,251.21	0	0	
TOTAL	2,156,473.00	2,771,062.18	2,225,002.94	2,384,179.37	11,452,400.00	2,317,600.00	
Snow & Ice Control							
Snow & Ice Control	95,546.00	110,083.08	24,107.49	76,578.86	0	0	
Snow Plow & Ice Cntl	13,660,707.78	12,736,241.67	14,211,897.18	13,536,282.21	0	0	
Snow Removal & Displ	2,013,477.16	793,256.55	1,531,367.89	1,446,033.87	0	0	
Avlnche Cntrl & Clnp	101,039.75	66,062.32	72,426.37	79,842.81	0	0	
Drnge Struc Thaw/Clr	379,630.56	996,530.60	635,756.18	670,639.11	0	0	
TOTAL	16,250,401.26	14,702,174.21	16,475,555.11	15,809,376.86	0	0	
Traffic Control							
Traffic Control Serv	1,572.68	1,781.99	0	1,182.22			
Signs & Delineators	538,073.10	510,070.33	492,293.25	513,478.90	1,460,300.00	276,650.00	
Pavement Marking	814,370.82	955,265.39	988,303.02	919,313.08	2,361,800.00	720,500.00	
Signals,Lights,Rr-X	1,107,015.07	1,269,369.42	1,020,017.50	1,132,133.99	563,100.00	129,000.00	
TOTAL	2,461,031.66	2,736,487.13	2,500,613.77	3,354,670.19	4,385,200.00	1,126,150.00	
Utilities	TOTAL	1,973,023.00	2,096,282.29	1,961,300.33	2,010,201.87	0	0
Buildings	TOTAL	7,140,759.00	6,998,162.00	7,030,948.00	7,056,623.00	21,839,600.00	2,400,000.00

TOTAL	128,925,370.00	14,316,050.00
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BACKLOG OF DEFERRED MAINTENANCE PROJECTS FOR ALASKA'S STATE OWNED BUILDINGS						
DEPT	DIV	BUILDING NAME	LOCATION	ELEC DIST	WORK DESCRIPTION	ESTIMATED COST
CONTACT: Jim Little (Phone: 451-2203) (Fax: 451-5263) (E-Mail: JAMES_LITTLE@dot.state.ak.us)						
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES						
DOT&PF	NORTHERN	BIRCH LAKE SHOP	BIRCH LAKE	36	REPLACE O/H DOORS & OPERATORS	\$13,305
DOT&PF	NORTHERN	BIRCH LAKE SHOP	BIRCH LAKE	36	REMOVE 2 DRS & CLOSE IN WALL	\$16,076
DOT&PF	NORTHERN	BIRCH LAKE SHOP	BIRCH LAKE	36	RECOAT ROOF	\$16,000
DOT&PF	NORTHERN	BIRCH LAKE SHOP	BIRCH LAKE	36	UPGRADE VEHICLE EXHAUST	\$11,087
DOT&PF	NORTHERN	BIRCH LAKE SHOP	BIRCH LAKE	36	CODE COMPL-NEW SEPARATOR/TANK	\$41,000
DOT&PF	NORTHERN	BIRCH LAKE SHOP	BIRCH LAKE	36	NEW LEACH FIELD & TANK	\$12,196
DOT&PF	NORTHERN	BIRCH LAKE SHOP	BIRCH LAKE	36	RESIDE OLD SHOP TO MATCH	\$49,892
DOT&PF	NORTHERN	CANTWELL SHOP	CANTWELL	34	CODE COMPL- NEW OIL SEPARATOR	\$45,000
DOT&PF	NORTHERN	CANTWELL SHOP	CANTWELL	34	PAINT INTERIOR	\$35,000
DOT&PF	NORTHERN	CANTWELL STATION	CANTWELL	34	FUR OUT, SHEETROCK, & PAINT	\$19,957
DOT&PF	NORTHERN	CANTWELL STATION	CANTWELL	34	RECOAT ROOF	\$28,000
DOT&PF	NORTHERN	CANTWELL STATION	CANTWELL	34	UPGRADE ELECTRICAL SERVICE	\$20,000
DOT&PF	NORTHERN	CANTWELL STATION	CANTWELL	34	UPGRADE VEHICLE EXHAUST	\$16,631
DOT&PF	NORTHERN	CANTWELL STATION	CANTWELL	34	RESURFACE CONCRETE FLOOR	\$30,000
DOT&PF	NORTHERN	CANTWELL STATION	CANTWELL	34	REPLACE AIR COMPRESSOR	\$6,652

DOT&PF	NORTHERN	MAINTENANCE SHOP	CANTWELL	34	REPLACE OVERHEAD DOORS	\$10,000
DOT&PF	NORTHERN	CENTRAL SHOP	CENTRAL	36	CODE COMPL-NEW SEPARATOR/TANK	\$40,000
DOT&PF	NORTHERN	CENTRAL STATION	CENTRAL	36	UPGRADE SHOP EXHAUST	\$8,315
DOT&PF	NORTHERN	CENTRAL STATION	CENTRAL	36	PAINT INTERIOR	\$19,957
DOT&PF	NORTHERN	CENTRAL STATION	CENTRAL	36	REMODEL BATHROOM	\$4,989
DOT&PF	NORTHERN	CHANDALAR CAMP	CHANDALAR	36	FUEL STORE & DISPENSE SYSTEM	\$255,005
DOT&PF	NORTHERN	CHANDALAR CAMP	CHANDALAR	36	REPAIR INCINERATOR BUILDING	\$116,415
DOT&PF	NORTHERN	CHANDALAR SHOP	CHANDALAR	36	REPAIR YARD LIGHTING	\$49,892
DOT&PF	NORTHERN	CHANDALAR SHOP	CHANDALAR	36	REPLACE SHOP	\$3,900,000
DOT&PF	NORTHERN	CHANDALAR STATION	CHANDALAR	36	UPGRADE PROPANE FILL FACILITY	\$16,000
DOT&PF	NORTHERN	CHANDALAR STATION	CHANDALAR	36	FENCING REPAIR/REPLACEMENT	\$15,000
DOT&PF	NORTHERN	CHANDALAR STATION	CHANDALAR	36	SHOP ROOF REPAIRS	\$60,000
DOT&PF	NORTHERN	CHITINA MAINTENANCE STATION	CHITINA	36	CHITINA INTERIOR PAINT	\$10,000
DOT&PF	NORTHERN	CHITINA STATION	CHITINA	36	REPLACE HEATING AND GENERATOR FUEL SYSTEMS	\$30,000
DOT&PF	NORTHERN	CHITINA STATION	CHITINA	36	UPGRADE EXHAUST SYSTEM TO CODE	\$75,000
DOT&PF	NORTHERN	COLDFOOT CAMP	COLDFOOT	36	REBUILT GENERATORS	\$120,000
DOT&PF	NORTHERN	COLDFOOT CAMP	COLDFOOT	36	SOLID WASTE INCINERATOR	\$116,415
DOT&PF	NORTHERN	COLDFOOT SHOP	COLDFOOT	36	O/H CRANE/HOIST TROLLY UNIT	\$88,697
DOT&PF	NORTHERN	COLDFOOT STATION	COLDFOOT	36	INSTALL WASHDOWN CURTAIN	\$15,000

DOT&PF	NORTHERN	CORDOVA (MUDHOLE SMITH) AIRPORT	CORDOVA	35	REPAIRS TO ARFF BUILDING	\$75,000
DOT&PF	NORTHERN	CORDOVA AIRPORT FIREFIGHTING BLDG	CORDOVA	35	REPAIR METAL ROOF ON CRASH STATION	\$75,000
DOT&PF	NORTHERN	CORDOVA MAINTENANCE STATION	CORDOVA	35	OVERHEAD DOORS AT DOT MAINTENANCE	\$24,000
DOT&PF	NORTHERN	CORDOVA MAINTENANCE STATION	CORDOVA	35	VEHICLE PLUG-IN UPGRADE	\$9,000
DOT&PF	NORTHERN	CORDOVA MAINTENANCE STATION	CORDOVA	35	CORDOVA	\$10,000
DOT&PF	NORTHERN	CORDOVA MAINTENANCE STATION	CORDOVA	35	ROOF REPAIRS/REPLACEMENT	\$75,000
DOT&PF	NORTHERN	CORDOVA STATION	CORDOVA	35	EXTERIOR REPAIRS	\$44,000
DOT&PF	NORTHERN	EQUIPMENT SHOP	CORDOVA	35	RENOVATE FLOOR DRAIN SYSTEM TO CODE	\$35,000
DOT&PF	NORTHERN	EQUIPMENT SHOP	CORDOVA	35	ROOF REPAIRS	\$75,000
DOT&PF	NORTHERN	DEADHORSE CAMP	DEADHORSE	37	EMPLOYEE HOUSING REPLACEMENT	\$1,330,461
DOT&PF	NORTHERN	DEADHORSE SHOP	DEADHORSE	37	REPLACE MAINTENANCE SHOP	\$3,880,513
DOT&PF	NORTHERN	DEADHORSE SHOP/WARM STOR	DEADHORSE	37	REMEDiate CONTAMINATED GRAVEL	\$1,108,718
DOT&PF	NORTHERN	DEADHORSE STATION	DEADHORSE	37	FIRE ALARM SYSTEM	\$33,262
DOT&PF	NORTHERN	DEERING AIRPORT	DEERING	22	OLD EQUIPMENT BLDG CLEANUP	\$15,000
DOT&PF	NORTHERN	DELTA MAINTENANCE STATION	DELTA	35	REPLACE WATER STORAGE TANK	\$8,000
DOT&PF	NORTHERN	DELTA SHOP	DELTA	35-36	O/H CRANE/HOIST TROLLEY UNIT	\$88,697
DOT&PF	NORTHERN	DELTA STATION	DELTA	35-36	OIL/WATER SEPARATOR SYSTEM	\$5,000
DOT&PF	NORTHERN	DELTA STATION	DELTA	35-36	FUEL TANK LEAK-ASSESSMENT AND CLEANUP	\$10,000

DOT&PF	NORTHERN	FAIRBANKS/DEADHORSE SHOPS	DISTRICTWIDE	29-36	INSTL WASHRACKS/BAYS/ADDI TIONS	\$221,744
DOT&PF	NORTHERN	EAGLE STATION	EAGLE	36	OIL/WATER SEPARATOR SYSTEM - INSTALL	\$5,000
DOT&PF	NORTHERN	EAST FORK	EAST FORK	36	CONSTRUCT MAINT SHOP BLDG	\$2,500,000
DOT&PF	NORTHERN	EAST FORK CAMP	EAST FORK	36	INSULATE & INSTL CONCRETE FLR	\$94,241
DOT&PF	NORTHERN	EAST FORK SHOP	EAST FORK	36	CODE COMPL-NEW SEPARATOR/TANK	\$38,805
DOT&PF	NORTHERN	EAST FORK SHOP	EAST FORK	36	REPLACE FLR & BUILD GEN HOUSE	\$130,000
DOT&PF	NORTHERN	EAST FORK STATION	EAST FORK	36	UPGRADE ELECTRICAL	\$66,523
DOT&PF	NORTHERN	EAST FORK STATION	EAST FORK	36	REPLACE FOOTINGS/LIFT BLDG 4'	\$35,479
DOT&PF	NORTHERN	EAST FORK STATION	EAST FORK	36	UPGRADE VEHICLE EXHAUST SYSTEM	\$21,066
DOT&PF	NORTHERN	EAST FORK STATION	EAST FORK	36	REPLACE O/H DOORS & OPERATORS	\$21,066
DOT&PF	NORTHERN	EAST FORK STATION	EAST FORK	36	ADD TANK/SEPARATOR/LEACH FIELD	\$42,131
DOT&PF	NORTHERN	EAST FORK STATION	EAST FORK	36	FUR OUT, INSULATE & SHEETROCK	\$38,805
DOT&PF	NORTHERN	EAST FORK STATION	EAST FORK	36	FOOTINGS/FLOOR/DRAIN S	\$94,241
DOT&PF	NORTHERN	ERNESTINE STATION	ERNESTINE	36	EXTERIOR REMODEL	\$15,500
DOT&PF	NORTHERN	ERNESTINE STATION	ERNESTINE	36	REPLACE HEATING FUEL TANK	\$35,000
DOT&PF	NORTHERN	ERNESTINE STATION	ERNESTINE	36	EXTERIOR PAINTING	\$10,000
DOT&PF	NORTHERN	ERNESTINE STATION	ERNESTINE	36	WATER SYSTEM RENOVATION	\$25,000

DOT&PF	NORTHERN	ADMIN BUILDING	FAIRBANKS	29-34	REPLACE CEILING TILE MATERIALS	\$8,000
DOT&PF	NORTHERN	ADMIN BUILDING	FAIRBANKS	29-34	UPGRADE ADMIN BUILDING HVAC	\$75,000
DOT&PF	NORTHERN	FAIRBANKS COURT OFFICE BLDG	FAIRBANKS	29-34	STATE COURT AND OFFICE BUILDING LIGHTING	\$120,000
DOT&PF	NORTHERN	FAIRBANKS COURT OFFICE BLDG	FAIRBANKS	29-34	CEILING TILE REPLACEMENT	\$360,000
DOT&PF	NORTHERN	FAIRBANKS COURT OFFICE BLDG	FAIRBANKS	29-34	UPGRADE ELECTRICAL DISTRIBUTION SYSTEM	\$1,251,000
DOT&PF	NORTHERN	FAIRBANKS COURT OFFICE BLDG	FAIRBANKS	29-34	REMOVAL OF HAZARDOUS MATERIALS	\$510,000
DOT&PF	NORTHERN	FAIRBANKS COURT OFFICE BLDG	FAIRBANKS	29-34	HEATING, VENTILATION, AND AIR CONDITIONING	\$1,200,000
DOT&PF	NORTHERN	FAIRBANKS COURT OFFICE BLDG	FAIRBANKS	29-34	ASBESTOS MANAGEMENT PLAN	\$25,000
DOT&PF	NORTHERN	FAIRBANKS EQ SHOP	FAIRBANKS	29-34	CLEAN/REPAINT & REPAIR WALLS	\$66,523
DOT&PF	NORTHERN	FAIRBANKS EQ SHOP	FAIRBANKS	29-34	REPAIR FLOOR	\$65,000
DOT&PF	NORTHERN	FAIRBANKS EQ SHOP	FAIRBANKS	29-34	CLEAN WALLS, CEILINGS, AND REPAINT	\$40,000
DOT&PF	NORTHERN	FAIRBANKS PARKING STRUCTURE	FAIRBANKS	29-34	REPAIR CO REMOVAL SYSTEM	\$38,805
DOT&PF	NORTHERN	FAIRBANKS PARKING STRUCTURE	FAIRBANKS	29-34	HVAC CONTROL REPAIR	\$44,349
DOT&PF	NORTHERN	FAIRBANKS PARKING STRUCTURE	FAIRBANKS	29-34	ASBESTOS MANAGEMENT PLAN	\$13,305
DOT&PF	NORTHERN	FAIRBANKS PARKING STRUCTURE	FAIRBANKS	29-34	HVAC CONTROL REPAIR	\$44,349
DOT&PF	NORTHERN	FAIRBANKS REG OFF BLDG	FAIRBANKS	29-34	REPLACE FLOOR TILE AND STAIR TREAD	\$70,000
DOT&PF	NORTHERN	FAIRBANKS REG OFF BLDG	FAIRBANKS	29-34	ASBESTOS MANAGEMENT PLAN	\$25,000

DOT&PF	NORTHERN	FAIRBANKS REG OFF BLDG	FAIRBANKS	29-34	REGLAZE WINDOW	\$80,000
DOT&PF	NORTHERN	FAIRBANKS REG OFF BLDG	FAIRBANKS	29-34	CARPET REPLACEMENT	\$300,000
DOT&PF	NORTHERN	FAIRBANKS REG OFF BLDG	FAIRBANKS	29-34	ASBESTOS MANAGEMENT PLAN	\$27,718
DOT&PF	NORTHERN	FAIRBANKS REG OFF BLDG	FAIRBANKS	29-34	NOISE ATTENUATION	\$110,000
DOT&PF	NORTHERN	LARGE WARM STORAGE	FAIRBANKS	29-34	REPAINT EXTERIOR/LARGE WARM STORAGE	\$15,000
DOT&PF	NORTHERN	LARGE WARM STORAGE	FAIRBANKS	29-34	HYDRONIC HEAT CONVERSION/ LARGE	\$270,000
DOT&PF	NORTHERN	MAINTENANCE BUILDING	FAIRBANKS	29-34	HYDRONIC HEAT CONVERSION AND AIR HANDLING	\$325,000
DOT&PF	NORTHERN	PEGER COMPLEX	FAIRBANKS	29-34	REMOVE OLD ASPHALT PLANT & CONT	\$50,000
DOT&PF	NORTHERN	PEGER COMPLEX	FAIRBANKS	29-34	HAZ MAT CLEANUP	\$277,179
DOT&PF	NORTHERN	PEGER COMPLEX	FAIRBANKS	29-34	ASBESTOS MANAGEMENT PLAN	\$27,718
DOT&PF	NORTHERN	PEGER COMPLEX/ADMIN BLDG	FAIRBANKS	29-34	REPLACE CARPET & WALL COVERING	\$75,000
DOT&PF	NORTHERN	PEGER COMPLEX/ADMIN BLDG	FAIRBANKS	29-34	REPLACE 2 FANS/COPY & RESTRMS	\$1,774
DOT&PF	NORTHERN	PEGER COMPLEX/ADMIN BLDG	FAIRBANKS	29-34	REPLACE PARTITIONS/4 BATHROOMS	\$6,652
DOT&PF	NORTHERN	PEGER COMPLEX/LG WARM STOR	FAIRBANKS	29-34	NEW OIL SEPARATOR/TANK	\$11,087
DOT&PF	NORTHERN	PEGER COMPLEX/LG WARM STOR	FAIRBANKS	29-34	REPAIR EXTERIOR	\$11,087
DOT&PF	NORTHERN	PEGER COMPLEX/LG WARM STOR	FAIRBANKS	29-34	UPGRADE VEHICLE EXHAUST	\$16,631

DOT&PF	NORTHERN	PEGER COMPLEX/MAINT BLDG	FAIRBANKS	29-34	REPLACE AIR COMPRESSOR	\$4,989
DOT&PF	NORTHERN	PEGER COMPLEX/MAINT BLDG	FAIRBANKS	29-34	HVAC & UPGRADE TO MEET CODE	\$240,000
DOT&PF	NORTHERN	PEGER COMPLEX/MATERIALS	FAIRBANKS	29-34	UPGRADE VENTILATION	\$725,000
DOT&PF	NORTHERN	PEGER COMPLEX/MATERIALS	FAIRBANKS	29-34	REPLACE AIR COMPRESSOR	\$4,989
DOT&PF	NORTHERN	PEGER COMPLEX/SEF	FAIRBANKS	29-34	REBUILD BATTERY ROOM TO CODE	\$15,000
DOT&PF	NORTHERN	PEGER COMPLEX/SEF	FAIRBANKS	29-34	REPAINT INT@LT/HVY DUTY SHOPS	\$28,827
DOT&PF	NORTHERN	PEGER COMPLEX/SEF	FAIRBANKS	29-34	REINSULATE HEAVY DUTY SHOP	\$8,315
DOT&PF	NORTHERN	PEGER COMPLEX/SEF	FAIRBANKS	29-34	REMODEL ACID TANK ROOM	\$12,000
DOT&PF	NORTHERN	PEGER COMPLEX/SEF	FAIRBANKS	29-34	NEW EXHAUST IN LT DUTY SHOP	\$12,196
DOT&PF	NORTHERN	PEGER COMPLEX/SEF	FAIRBANKS	29-34	PLUG-IN HOTLINE	\$85,000
DOT&PF	NORTHERN	COMPLEX/SUPPLY	FAIRBANKS	29-34	HVAC SYSTEM	\$300,000
DOT&PF	NORTHERN	PUMP HOUSE	FAIRBANKS	29-34	RECOAT PUMP HOUSE ROOF	\$5,000
DOT&PF	NORTHERN	SEF REPAIR SHOP	FAIRBANKS	29-34	TANK LEAK ASSESSMENT & CLEANUP	\$80,000
DOT&PF	NORTHERN	SEF SHOP	FAIRBANKS	29-34	NEW ROOF FOR SEF SHOP/OFFICES	\$230,000
DOT&PF	NORTHERN	FT. YUKON COMBINED FACILITY	FT. YUKON	24	ROOF REPLACEMENT/ENERGY SAVINGS	\$130,000
DOT&PF	NORTHERN	GALENA STATION	GALENA	36	UPGRADE VEHICLE & SHOP EXHAUST	\$18,848
DOT&PF	NORTHERN	GALENA STATION	GALENA	36	UPGRADE ELECTRICAL	\$18,848
DOT&PF	NORTHERN	GALENA STATION	GALENA	36	REBUILD SAND CONTAINMENT AREA	\$44,349

DOT&PF	NORTHERN	GALENA STATION	GALENA	36	REINSULATE SHOP	\$82,045
DOT&PF	NORTHERN	GALENA STATION	GALENA	36	LIFT/REROOF OLD WARM STORAGE	\$94,241
DOT&PF	NORTHERN	GALENA STATION	GALENA	36	REPAINT EXTERIOR BUTLER BLDG	\$32,153
DOT&PF	NORTHERN	GALENA STATION	GALENA	36	REPAINT INTERIOR MAINT. BLDG	\$37,696
DOT&PF	NORTHERN	GALENA STATION	GALENA	36	UPGRADE INTERIOR LIGHTS	\$8,870
DOT&PF	NORTHERN	GALENA STATION	GALENA	36	CONVERT STEAM TO HWBB	\$120,000
DOT&PF	NORTHERN	GALENA STATION	GALENA	36	INSTALL AIR COMPRESSOR	\$5,544
DOT&PF	NORTHERN	GALENA STATION	GALENA	36	REPLACE 2 MAN DOORS	\$3,881
DOT&PF	NORTHERN	GAMBELL AIRPORT	GAMBELL	23	OLD EQUIPMENT BLDG CLEANUP	\$40,000
DOT&PF	NORTHERN	HEALY CAMP	HEALY	34	PAINT EXTERIOR OF BLDG	\$27,718
DOT&PF	NORTHERN	HEALY SHOP	HEALY	34	CODE COMPL-NEW SEPARATOR/TANK	\$22,174
DOT&PF	NORTHERN	HEALY STATION	HEALY	34	RECOAT ROOF	\$24,000
DOT&PF	NORTHERN	HEALY STATION	HEALY	34	REMODEL BATHROOM	\$7,207
DOT&PF	NORTHERN	HEALY STATION	HEALY	34	REPAINT INTERIOR	\$24,392
DOT&PF	NORTHERN	HEALY STATION	HEALY	34	UPGRADE SHOP EXHAUST	\$8,870
DOT&PF	NORTHERN	JIM RIVER CAMP	JIM RIVER	36	REPAIR INCINERATOR BUILDING	\$33,262
DOT&PF	NORTHERN	JIM RIVER CAMP	JIM RIVER	36	FENCING	\$105,328
DOT&PF	NORTHERN	JIM RIVER CAMP	JIM RIVER	36	FIRE/EQUIP FAILURE ALARM SYS	\$44,349
DOT&PF	NORTHERN	JIM RIVER CAMP	JIM RIVER	36	O/H CRANE/HOIST TROLLEY UNIT	\$88,697
DOT&PF	NORTHERN	KOBUK AIRPORT	KOBUK	22	OLD EQUIPMENT BLDG CLEANUP	\$15,000

DOT&PF	CENT	EQUIPMENT STORAGE	KOTLIK	38	REFURBISH	\$110,872
DOT&PF	NORTHERN	AIRPORT SHOP	KOTZEBUE	(22)	LEAKING UNDERGROUND STORAGE TANK	\$60,000
DOT&PF	NORTHERN	KOTZEBUE	KOTZEBUE	(22)	DIKE FUEL TANKS	\$360,000
DOT&PF	NORTHERN	KOTZEBUE COURT ROOF	KOTZEBUE	(22)	REPLACE EXISTING ROOF SYSTEM	\$271,500
DOT&PF	NORTHERN	SHUNGNAK AIRPORT	KOTZEBUE	(22)	OLD EQUIPMENT BLDG CLEANUP	\$20,000
DOT&PF	NORTHERN	LIVENGOOD STATION	LIVENGOOD	36	UPGRADE WATER SUPPLY LINES	\$18,000
DOT&PF	NORTHERN	LIVENGOOD STATION	LIVENGOOD	36	REMOVE OLD AND INSTALL TWO NEW DOORS	\$22,000
DOT&PF	NORTHERN	LIVENGOOD STATION	LIVENGOOD	36	FUR OUT AND FINISH INSULATING OLD SHOP	\$60,000
DOT&PF	NORTHERN	LIVENGOOD STATION	LIVENGOOD	36	RESPRING FOUR OVERHEAD DOORS	\$6,652
DOT&PF	NORTHERN	LIVENGOOD STATION	LIVENGOOD	36	UPGRADE WATER LINE & UTILIDOR	\$8,870
DOT&PF	NORTHERN	LIVENGOOD STATION	LIVENGOOD	36	UPGRADE SHOP EXHAUST SYSTEM	\$8,315
DOT&PF	NORTHERN	MANLEY SHOP	MANLEY	36	CODE COMPL-NEW SEPARATOR/TANK	\$44,000
DOT&PF	NORTHERN	MANLEY SHOP	MANLEY	36	PRIME & PAINT EXTERIOR	\$19,403
DOT&PF	NORTHERN	MANLEY SHOP	MANLEY	36	ROOF	\$27,718
DOT&PF	NORTHERN	MANLEY SHOP	MANLEY	36	UPGRADE VEHICLE EXHAUST	\$6,652
DOT&PF	NORTHERN	MONTANA CREEK SHOP	MONTANA CRK	28	MAINTENANCE BUILDING REPAIRS	\$38,805
DOT&PF	NORTHERN	MONTANA CREEK SHOP	MONTANA CRK	28	CODE COMPL-NEW SEPARATOR/TANK	\$56,000
DOT&PF	NORTHERN	NELCHINA	NELCHINA	27	OVERHEAD DOORS	\$24,000
DOT&PF	NORTHERN	NELCHINA STATION	NELCHINA	27	REPLACE FURNACE	\$15,000

DOT&PF	NORTHERN	NELCHINA STATION	NELCHINA	27	UPGRADE VEHICLE EXHAUST SYSTEM	\$75,000
DOT&PF	NORTHERN	NELCHINA STATION	NELCHINA	27	REPLACE DETERIORATED ROOF	\$50,000
DOT&PF	NORTHERN	NELCHINA STATION	NELCHINA	27	FLOOR DRAIN RENOVATION	\$35,000
DOT&PF	NORTHERN	NENANA STATION	NENANA	34	RECOAT ROOF	\$4,989
DOT&PF	NORTHERN	NENANA STATION	NENANA	34	PAINT INTERIOR	\$22,174
DOT&PF	NORTHERN	AIRPORT SHOP	NOME	23	ASPHALT CLEAN-UP	\$30,000
DOT&PF	NORTHERN	DOT&PF QUONSET HUTS	NOME	23	ROOF REPAIR QUONSET HUT ROOFS IN DEPOT AREA, AND URETHANE SEAL WITH POLYSHIELD	\$30,000
DOT&PF	NORTHERN	DOT&PF QUONSET HUTS	NOME	23	HOOK UP SEF SHOP, MATERIALS LAB, BUILDING MAINTENANCE SHOP TO CITY WATER LINE	\$85,000
DOT&PF	NORTHERN	NOME AIRPORT OFFICE BLDG	NOME	23	REPAIRS TO AIRPORT OFFICE BLDG	\$80,000
DOT&PF	NORTHERN	NOME AIRPORT SHOP	NOME	23	REPLACE EQUIPMENT WARM STORAGE	\$2,000,000
DOT&PF	NORTHERN	NOME BUILDINGS	NOME	23	PAINT NOME BUILDINGS	\$15,000
DOT&PF	NORTHERN	NOME HWY AIRPORT SHOP	NOME	23	SHOP BUILDINGS UPGRADE	\$250,000
DOT&PF	NORTHERN	NOME SEF SHOP	NOME	23	REPLACE EQUIPMENT FLEET SHOP	\$2,000,000
DOT&PF	NORTHERN	SEF ATCO BUILDING	NOME	23	REPLACE OVERHEAD DOOR	\$6,000
DOT&PF	NORTHERN	SEF BLDG/OLD BLACKSMITH SHOP	NOME	23	RENOVATE OLD BLACKSMITH SHOP INTO HYDRAULIC ROOM	\$38,000

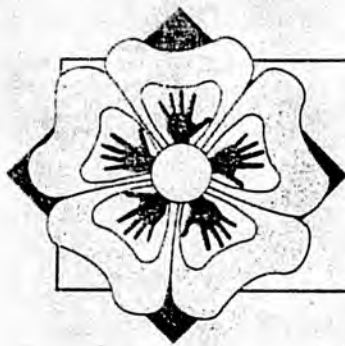
DOT&PF	NORTHERN	SEF BUILDING	NOME	23	REPLACE EXISTING WINDOWS WITH THERMOPANE PVC WINDOWS	\$60,000
DOT&PF	NORTHERN	SEF SHOP	NOME	23	ASPHALT CLEAN-UP	\$50,000
DOT&PF	NORTHERN	STATE OFFICE BUILDING	NOME	23	COVER EXTERIOR WALL SURFACES & INSULATE	\$600,000
DOT&PF	NORTHERN	STATE OFFICE BUILDING	NOME	23	INSTALL (2) NEW HOT WATER BOILERS	\$50,000
DOT&PF	NORTHERN	STATE OFFICE BUILDING	NOME	23	INSTALL NEW INSULATED ENTRY WAY DOORS, HARDWARE, CLOSERS, WEATHERSTRIPPING	\$5,000
DOT&PF	NORTHERN	STATE OFFICE BUILDING	NOME	23	REPLACE COMMERCIAL GRADE CARPETING	\$60,000
DOT&PF	NORTHERN	NORTHWAY MAINTENANCE STATION	NORTHWAY	23	REPLACE OVERHEAD DOORS	\$15,000
DOT&PF	NORTHERN	NORTHWAY STATION	NORTHWAY	23	ENERGY RETROFIT	\$100,000
DOT&PF	NORTHERN	O'BRIEN CREEK BUNKHOUSE	O'BRIEN CRK	36	RENOVATE BUNKHOUSE	\$138,590
DOT&PF	NORTHERN	O'BRIEN CRK MAINTENANCE STATION	O'BRIEN CRK	36	INSULATE AND RECOVER THE WARM STORAGE	\$50,000
DOT&PF	NORTHERN	O'BRIEN CRK MAINTENANCE STATION	O'BRIEN CRK	36	PURCHASE AND INSTALL NEW GENERATOR	\$40,000
DOT&PF	NORTHERN	HOUSING UNIT	PAXSON	35	REPLACE HEATING FUEL TANK	\$30,000
DOT&PF	NORTHERN	PAXSON MAINTENANCE STATION	PAXSON	35	PAXSON	\$10,000
DOT&PF	NORTHERN	PAXSON MAINTENANCE STATION	PAXSON	35	OVERHEAD DOORS AT DOT MAINTENANCE	\$24,000
DOT&PF	NORTHERN	PAXSON STATION	PAXSON	35	FLOOR DRAIN RENOVATION	\$35,000

DOT&PF	NORTHERN	PAXSON STATION	PAXSON	35	REWORK EXHAUST SYSTEM TO CODE	\$75,000
DOT&PF	NORTHERN	WASHHOUSE/UTILIDOR	PAXSON	35	REMODEL THE INSIDE OF WASHHOUSE	\$35,000
DOT&PF	NORTHERN	BUNKHOUSE	SAG RIVER	37	REPLACE ROOF	\$150,000
DOT&PF	NORTHERN	SAG RIVER LIFE SUPPORT BLDG	SAG RIVER	37	REPAIR SEWER/WATER TRTMNT SYS	\$99,785
DOT&PF	NORTHERN	SAG RIVER STATION LIFE SUPP BLDG	SAG RIVER	37	SEWER & WATER TREATMENT PLANTS REPAIRS	\$100,000
DOT&PF	NORTHERN	SAVOONGA AIRPORT	SAVOONGA	23	OLD EQUIPMENT BLDG CLEANUP	\$30,000
DOT&PF	NORTHERN	EMERGENCY LIGHT REPLACEMENT	SC DISTRICT	37	REPLACE EMERGENCY LIGHTS AT ALL BLDGS.	\$40,000
DOT&PF	NORTHERN	SELAWIK AIRPORT	SELAWIK	22	OLD EQUIPMENT BLDG CLEANUP	\$15,000
DOT&PF	NORTHERN	7-MILE STATION	SEVEN MILE	35-36	UPGRADE PROPANE FILL FACILITY	\$12,000
DOT&PF	NORTHERN	SEVEN MILE MAINT CAMP	SEVEN MILE	35-36	INCINERATOR ENCLOSURE	\$33,262
DOT&PF	NORTHERN	SHAKTOOLIK AIRPORT	SHAKTOOLIK	23	OLD EQUIPMENT BLDG CLEANUP	\$15,000
DOT&PF	NORTHERN	SLANA STATION	SLANA	35	REPLACE ROOF	\$50,000
DOT&PF	NORTHERN	SLANA STATION	SLANA	36	UPGRADE EXHAUST SYSTEM	\$75,000
DOT&PF	NORTHERN	SLANA STATION	SLANA	36	REPLACE HEATING FUEL TANK	\$30,000
DOT&PF	NORTHERN	SLANA STATION	SLANA	36	FLOOR DRAIN RENOVATION	\$35,000
DOT&PF	NORTHERN	SLANA STATION	SLANA	36	REPLACE GENERATOR FUEL TANK	\$30,000
DOT&PF	NORTHERN	SOUTH FORK BUNKHOUSE	SOUTH FORK	36	RENOVATE BUNKHOUSE	\$138,590

DOT&PF	NORTHERN	SOUTH FORK MAINTENANCE STATION	SOUTH FORK	36	PURCHASE NEW GENERATORS	\$40,000
DOT&PF	NORTHERN	SOUTH FORK MAINTENANCE STATION	SOUTH FORK	36	REPLACE OVERHEAD DOORS	\$10,000
DOT&PF	NORTHERN	SOUTH FORK STATION	SOUTH FORK	36	GENERATOR BUILDING REMODEL	\$14,000
DOT&PF	NORTHERN	SOUTH FORK STATION	SOUTH FORK	36	REPLACE OVERHEAD DOORS	\$10,000
DOT&PF	NORTHERN	SOUTH FORK STATION	SOUTH FORK	36	OIL/WATER SEPARATOR SYSTEM	\$5,000
DOT&PF	NORTHERN	RUSSIAN MISSION AIRPORT	ST. MARYS	38	OLD EQUIPMENT BLDG CLEANUP	\$15,000
DOT&PF	NORTHERN	SHAGELUK AIRPORT	ST. MARYS	38	OLD EQUIPMENT BLDG CLEANUP	\$10,000
DOT&PF	NORTHERN	TAZLINA STATION	TAZLINA	35	CARPET REPLACEMENT	\$15,000
DOT&PF	NORTHERN	TAZLINA STATION	TAZLINA	35	REPLACE THE HEATING FUEL TANK	\$45,000
DOT&PF	NORTHERN	TAZLINA STATION	TAZLINA	35	EXTERIOR REPAIRS	\$49,500
DOT&PF	NORTHERN	TAZLINA STATION	TAZLINA	35	FLOOR DRAIN RENOVATION	\$35,000
DOT&PF	NORTHERN	TAZLINA STATION	TAZLINA	35	REPLACE SEPTIC SYSTEM TO CODE	\$20,000
DOT&PF	NORTHERN	THOMPSON PASS MAINTENANCE STATION	THOMPSON PASS	35	ROOF REPAIRS/ REPLACEMENT	\$75,000
DOT&PF	NORTHERN	THOMPSON PASS STATION	THOMPSON PASS	35	REPLACE DAMAGED SIDING ON SHOP	\$35,000
DOT&PF	NORTHERN	THOMPSON PASS STATION	THOMPSON PASS	35	REPLACE SKIRTING ON BUNKHOUSE BUILDING	\$25,000
DOT&PF	NORTHERN	THOMPSON PASS STATION	THOMPSON PASS	35	REPLACE BADLY SPALLED CONCRETE FLOOR	\$60,000
DOT&PF	NORTHERN	THOMPSON PASS STATION	THOMPSON PASS	35	EXHAUST SYSTEM REPLACEMENT TO CODE	\$75,000

DOT&PF	NORTHERN	THOMPSON PASS STATION	THOMPSON PASS	35	RENOVATE FLOOR DRAIN SYSTEM TO CODE	\$35,000
DOT&PF	NORTHERN	THOMPSON PASS STATION	THOMPSON PASS	35	REPLACE METAL ROOFING ON SHOP	\$75,000
DOT&PF	NORTHERN	TOK MAINTENANCE STATION	TOK	35-36	REPLACE OVERHEAD DOORS	\$20,000
DOT&PF	NORTHERN	TOK MAINTENANCE STATION	TOK	35-36	PAINT EXTERIOR AND INTERIOR OF TOK STATION	\$25,000
DOT&PF	NORTHERN	TOK OFFICE BUILDING	TOK	35-36	TANK LEAK ASSESSMENT & CLEANUP	\$10,000
DOT&PF	NORTHERN	TOK STATION	TOK	35-36	ENERGY RETROFIT	\$200,000
DOT&PF	NORTHERN	TOK STATION	TOK	35-36	EXTERIOR PAINT AND REPAIR	\$8,000
DOT&PF	NORTHERN	TOK STATION EQUIPMENT SHOP	TOK	35-36	OIL/WATER SEPARATOR SYSTEM	\$5,000
DOT&PF	NORTHERN	TOK STATION EQUIPMENT SHOP	TOK	35-36	INTERIOR PAINT AND REPAIR	\$9,000
DOT&PF	NORTHERN	TRIMS GENERATOR BUILDING	TRIMS	35	REPLACE TRIMS GENERATOR	\$55,436
DOT&PF	NORTHERN	TRIMS MAINTENANCE STATION	TRIMS	35	REPLACE OVERHEAD DOORS	\$20,000
DOT&PF	NORTHERN	ADMIN BLDG	VALDEZ	35	PAINT INSIDE AND REPLACE CARPET	\$35,000
DOT&PF	NORTHERN	COURTHOUSE	VALDEZ	35	PAINT INSIDE AND REPLACE CARPET	\$35,000
DOT&PF	NORTHERN	EQUIPMENT SHOP	VALDEZ	35	EXHAUST SYSTEM REPLACEMENT TO CODE	\$75,000
DOT&PF	NORTHERN	EQUIPMENT SHOP	VALDEZ	35	REPLACE FLOOR DRAIN SYSTEM TO CODE	\$35,000
DOT&PF	NORTHERN	SOILS LAB	VALDEZ	35	REPLACE ROOF ON SOILS LAB BUILDING	\$35,000
DOT&PF	NORTHERN	VALDEZ AIRPORT SHOP ROOF	VALDEZ	35	REPLACE ROOFING	\$25,000

DOT&PF	NORTHERN	VALDEZ AND DOT COMBINED FACILITIES	VALDEZ	35	COMPLETE WASTE WATER SYSTEM REPAIRS	\$15,000
DOT&PF	NORTHERN	VALDEZ COMBINED FACILITIES	VALDEZ	35	EXTERIOR PAINTING	\$10,000
DOT&PF	NORTHERN	VALDEZ COMBINED FACILITIES	VALDEZ	35	CARPET REPLACEMENT	\$15,000
DOT&PF	NORTHERN	VALDEZ COMBINED FACILITIES	VALDEZ	35	NEW ROOF	\$250,000
DOT&PF	NORTHERN	VALDEZ COMBINED FACILITIES	VALDEZ	35	HEATING OIL TANK REPLACEMENT	\$50,000
DOT&PF	NORTHERN	VALDEZ MAINTENANCE STATION	VALDEZ	35	VEHICLE PLUG-IN UPGRADE	\$9,000
DOT&PF	NORTHERN	VALDEZ STATION	VALDEZ	35	ROOF REPAIRS/ REPLACEMENT	\$75,000
DOT&PF	NORTHERN	VALDEZ STATION	VALDEZ	35	REPLACE FLOOR DRAIN SYSTEM TO CODE	\$35,000
DOT&PF	NORTHERN	VALDEZ STATION	VALDEZ	35	EXHAUST SYSTEM REPLACEMENT TO CODE	\$75,000
DOT&PF	NORTHERN	VALDEZ STATION	VALDEZ	35	ROOF RENOVATION	\$60,000
DOT&PF	NORTHERN	WHITE MOUNTAIN AIRPORT	WHITE MOUNTAIN	23	OLD EQUIPMENT BLDG CLEANUP	\$15,000
		DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES TOTALS:				\$33,937,811



F • N • A

Fairbanks Native Association

Deferred Maintenance Proposal October 14, 1997

Introduction:

Fairbanks Native Association is requesting \$197,087 to re-design and construct a new roof drainage system for its Regional Center for Alcohol and Other Addictions facility located at 3100 S. Cushman Street in Fairbanks. The requested repairs will allow FNA's drug and alcohol programs to continue to operate from this site safely and at minimal cost.

Fairbanks Native Association (FNA) has been providing drug and alcohol services through its Alcohol and Drug Abuse Services (ADAS) Department since 1970, and is currently the largest chemical dependency program in the State of Alaska. The Department offers comprehensive residential and outpatient alcohol and drug abuse prevention, intervention, and treatment services to individuals, 10 and over, of all ethnicities living within the Interior and Northern Region of Alaska. All programs and services are approved by the State of Alaska Division of Alcoholism and Drug Abuse and certified by the Commission on Accreditation of Rehabilitation, Facilities (CARF). The majority of the Department's programs operate out of the Regional Center for Alcohol and Other Addictions (RCAOA). These programs include Adult Residential, Adult and Youth Outpatient/Continuing Care, Community Service Patrol, and Detoxification Services.

FNA's RCAOA facility was purchased on May 22, 1987 with monies appropriated by the state legislature. The building is located at 3100 S. Cushman Street, approximately 2 miles from downtown Fairbanks. The building itself is 25 years old and was fully renovated to meet FNA program needs in 1988 - the approximate value of the facility is \$5.9 million. The facility has approximately 26,000 square feet of usable space, including a 10-bed detoxification unit, a kitchen and dining area, staff offices, two conference rooms, a utility area, a vestibule on the first floor, and a residential unit that accommodates 14 long-term and 15 short-term clients, and separate rest rooms and showers for male and female clients on the second floor.

Need for the project:

In June 1997, the Department of Health and Social Services, Division of Administration conducted a survey of all the facilities owned and operated by organizations with DHSS-funded programs to determine their structural condition and deferred maintenance needs. The survey revealed that overall, RCAOA's roof was in poor condition and that the potential for long-term problems was a major concern. The written report following the Division's survey recommended that a complete investigation and analysis of the existing roof system be

In response to the Division's recommendation, FNA contracted with USKH, an architectural and engineering firm, to conduct a detailed roof inspection to determine the extent of the damage, the need for and cost of on-going maintenance, and the cost of re-designing and replacing the existing roofs. Following a visual examination of the roof's surface, surface cuts in the main roof single-ply membrane, and an in-depth conversation with RCAOA's Building Support Services Coordinator, USKH concluded that 1) the roof leaks extensively in two locations during spring break-up, 2) the front entry is structurally inadequate to resist the snow drift load from the upper main roof, 3) water is glaciating down the building walls and at building entries in the winter months, and 4) the single-ply roof system is progressively becoming detached from the underlying structure which can result in catastrophic roof blow-off. The USKH report further stated,

" The existing roof system will continue to require substantial maintenance to stay leak free as the system ages and fasteners progressively back out. In addition, the existing design for roof drainage will cause hazardous glaciation on and around the building. The long term low maintenance solution for this building is to re-design the roof drainage system by installing a new interior draining roof system. The new roof system should direct all the roof drainage to interior drains hooked into a storm or dry well system. Moving the drainage off the exterior of the building will reduce exterior building maintenance and eliminate the hazardous ice build up around the building. A yearly system of routine inspection and low-cost maintenance on a new 20-year roof system will reduce the overall cost for this building."

FNA hopes to provide drug and alcohol services out of this building for many years. Replacing the roof will reduce overall maintenance and repair cost related to structural inadequacies and seasonable damage. The damaged and deteriorating roof also impedes FNA's ability to provide a safe and healthy environment for staff, clients, and visitors. Time is a factor and the longer we wait the more it continues to cost the program to do repairs that, no matter how high the quality, can never be more than temporary. We are requesting \$197,087 to permanently repair the roof so that funds currently needed for program operation and direct client services will not be wasted on temporary repairs.

Attached: DHSS Survey, June 1997
 USKH Report, October 1997
 Cost Estimate

In general, the facilities at 3100 S. Cushman Street are in good condition, having been extensively remodeled in 1988. However, there are several critical repairs and areas of deferred maintenance that will require attention, as well as several functional deficiencies.

Critical Repairs:

1. X Structural repairs/upgrade at the front stairwell roof are required to prevent excessive deflection under snow load, which in the past has required shoring. A structural analysis is required to determine the current roof capacity and degree of upgrade required, however, it is obvious that the roof does not support the current 45 PSF snow load requirement of the City of Fairbanks. The excessive deflection has led to deterioration of the roofing system, which should also be repaired as part of the structural upgrade. Projected costs: \$5,000 - \$10,000.
2. Roof repairs at the main roof and elevator addition will be required. There are a number of stains on ceiling tiles and other water damage, which may be occurring due to multiple causes, including condensation in exhaust fan ductwork, and blowing snow being taken in through roof hoods. In addition, the roof was recently resurfaced (1990) with a single-ply "DuroLast" PVC membrane, and according to the handwritten "Roof Condition Disclosure" provided by the roofing contractor, the new roof was placed on top of moisture laden urethane foam insulation which was frozen at the time of installation. The contractor installed 2 way vents to permit the wet urethane to dry out, however, it is our experience that roof vents are not effective in Alaska. Therefore, it is suspected that the moisture remains trapped in the insulation, and may be an additional cause of water damage. If the existing vapor retarder is not sufficient to withstand vapor pressures from the building interior, then moisture could actually be building up in the roof insulation, as it would be trapped under the new roof membrane. Furthermore, the roof is virtually flat and has no positive drainage, and there are no roof drains or scuppers as run off simply goes over the edge. Good roofing practice, as well as the Uniform Building Code, requires a slope of 1/4 inch per foot minimum.

Although there remains an additional 8 years on the DuroLast Roofing 15 year warranty, it is suspected that additional problems will become apparent prior to its expiration. It should be noted that the warranty only covers the membrane, and requires notification within 30 days by the Owner of any leaks. Retrofit of existing exhaust fans to prevent condensation and infiltration, and replacement of damaged ceiling tiles could be an interim project, but it is difficult to determine the exact sources and necessary repairs without more extensive investigation beyond the scope of this survey.

In light of the above, it is recommended that a complete investigation and analysis of the existing roof system be undertaken by a qualified roofing consultant (not a roofing contractor) including test cores to determine moisture content in the roof assembly. This investigation should also identify the sources of leakage and/or condensation which is creating the water damage. This will require getting access to above ceiling spaces and roof penetrations. Long term solutions

X should be identified that will provide positive drainage, increased energy efficiency, and long term performance. Projected costs for investigative services would be in the range of \$2,500 to \$5,000.

3. Replace damage wood window on second floor of elevator addition. The window will not shut, and the wood is deteriorating. Projected costs: \$1,000.
4. X Replace burned out 20 ton air conditioning condensor. The entire cooling load is handled now by a single 35 ton condensor, and there are no back-up provisions. Project costs: \$7,500.

Deferred Maintenance:

1. Replace lower units on the sanitary sewer lift station. These units have functioned well for 25 years, but should be rebuilt or replaced as they are near the end of their useful service lives. Projected costs: \$2,500 to \$5,000.
2. Repack insulation in Boilers 1 and 2. Projected costs: \$2,500.
3. Purchase a spare circulation pump for back-up purposes. Projected costs: \$1,000.

Functional Deficiencies Upgrades:

1. Secure file storage area is at and beyond capacity. Additional storage is badly needed to maintain records as required by law. A minor remodel project could provide slightly more than double the existing space by adding a new 1 hour rated wall and new fire-rated door. Project costs: \$5,000 - \$7,500.
2. The kitchen lacks sufficient freezer/cooler and dry storage area. The kitchen currently serves 45 to 50 patients 3 meals a day. The installation of a new walk-in freezer/cooler outside the elevator addition would provide needed food storage area, and free up space where the existing upright freezer and refrigerator are located to be used for new dry storage. The freezer/cooler would require a concrete foundation and exterior seal to the building. Although these units can be fabricated for outdoor installation, exterior cladding over the units would also be strongly recommended. Projected costs:

Design Costs	\$5,000
Foundation	\$10,000
New walk-in refrigerator/freezer	\$15,000
Exterior shell	\$7,500
Mechanical and electrical	\$7,500
Interior construction	\$7,500

Department of Health and Social Services

Facility Condition Report - Supplement

June 16, 1997

Fairbanks Native Association Regional Center for Alcohol and Other Addictions 3100 S. Cushman St.

Subtotal	\$52,500
Contingency @ 10%	\$5,250
Total	\$57,750

3. The facility currently has two vans, and no covered storage/parking. A covered parking area or garage to house the two vans would provide better assurance that they would be able to respond to calls during winter months. Projected costs for an unheated garage to house two vans: 500 SF @ \$70/SF = \$35,000.

**PRINCIPALS**

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October 10, 1997

Mr. Larry Cagnina
 FNA for Alcohol & Other Addictions
 3100 Cushman Street
 Fairbanks, AK 99707-7516

Subject: Roof Inspection

Dear Mr. Cagnina:

Per your request I have investigated the building roofs at the Fairbanks Native Association (FNA) Regional Center for Alcohol & Other Addictions located at 3100 Cushman Street, Fairbanks, Alaska. The existing roof condition has been determined from a visual examination of the roof surface, three surface cuts in the main roof single-ply membrane, and an in-depth conversation with Mr. George Moffit (Building Support Services Coordinator).

The building roof problems can be broken into four primary areas of concern:

- **Roof Leaks:** No baffles designed into existing roof vent hoods.
- **Structural Inadequacy:** Front entry roof structure is not sufficient to resist the snow drift loading from the upper main roof.
- **Main Building Roof Water Drainage:** Water is glaciating down the building walls and at building entries in the winter months.
- **Main Building Roof System Failure:** Mechanical failure of the main roof single-ply system attachment.

Roof Leaks:

The building experiences leaks at two locations "only" during spring break-up. It is the conclusion of the Building Support Services Coordinator that water is coming from melting snow which was blown into roof mounted air-intake hoods during previous winter months. See figures 1 and 2.

As suggested by Mr. Moffit; extending the hoods and installing an air-intake baffle system could resolve this issue. An engineering analysis of the hood should be done before any modifications are attempted to insure proper air-flow is maintained

Structural Inadequacy:

Wind-blown snow drifts onto the main entry vestibule and overloads the structural roof framing. The Building Support Services Coordinator indicated during a recent event (Winter, '96) the roof structure had deflected to a point where he felt it necessary to install shoring at the underside of the roof framing to prevent collapse. In addition, the roof had started to leak when the roof was deflected. Manual removal of the snow drift allowed the roof structure to return to it's original position and since that time no additional water infiltration has occurred. See figures 3, 4 and 5.

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Mr. Larry Cagina
October 10, 1997
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The entry vestibule roof is to the north and approximately eight feet below the main building roof. As currently designed, drifting will continue to be a problem. Uniform Building Code (UBC) design criteria in place when this building was constructed did not address drifting snow. As such, the entry vestibule roof structure was probably not originally designed with sufficient strength to support an eight foot deep snow drift. Further investigation of the entry vestibule roof is needed to determine how the current structure might be reinforced to resist the drift loads or if the roof profile can be changed to eliminate the formation of the snow drift.

Main Building Roof System Failure:

The original roof system on the main building was overlaid with a new single-ply roof system in 1990. The seven year old single-ply roof system is progressively becoming detached from the underlying structure. Mechanical fasteners (screws) holding the membrane to the underlying structure are backing out. Although the roof appears to be water-tight, wind induced movement of the membrane and pressure from overlaying snow will eventually punch the backed-out fasteners through the membrane and allow water to infiltrate the system. In addition, further loss of mechanical attachment of the membrane to the structure will allow a catastrophic roof blow-off. See figures 6 and 7.

It appears the mechanical fasteners used on this roof do not penetrate the substrate sufficiently to resist withdrawal. As a temporary measure the backed out fasteners need to be re-driven and the roof monitored and repaired on a regular basis.

Main Building Roof Water Drainage:

Water drainage off the main building roof flows down the fascia through breaks in the roofing edge metal and down the building exterior walls from an old interior roof gutter system incorporated in the new single-ply roof system. Each case creates a severe ice glaciation problem in the winter. Ice build-up around building entries, exterior walkways, and in driveways has been reported to be extremely hazardous. A substantial amount of effort is required to keep glaciated areas safe for building users. See figures 8, 9 and 10.

The original design of the building roof did not address roof water flow in an arctic environment. The subsequent roof overlay did not alleviate the problem and in some areas it may have compounded the problem by allowing water to flow off the roof where the original design did not. Further design analysis is required to determine the best solution for the current roof water glaciation problem. A new roof design which manages the roof water drainage by diverting it to a storm water or dry well system appears to be the most logical approach.

Conclusions, Recommendation, and Budget:

The main building roof system, main entry vestibule roof system, and roof vent hoods required immediate attention for short term reliable performance and to prevent further interior damage. Screws which have backed out on the main building roof need to be re-driven to insure the roof stays in place and does not start to leak. The main entry roof should be monitored and any snow drift loads removed on a regular basis so that the structure is not overloaded. New roof vent hoods should be designed with baffles to prevent blowing snow from entering and melting in the spring time.

Mr. Larry Cagina
October 10, 1997
Page 3

The existing roof system will continue to require substantial maintenance to stay leak free as the system ages and fasteners progressively back out. In addition, the existing design for roof drainage will cause hazardous glaciation on and around the building. The long term low maintenance solution for this building is to re-design the roof drainage system by installing a new interior draining roof system. The new roof system should direct all the roof drainage to interior drains hooked into a storm or dry well system. The approximate cost of the new roof system, including design, is \$197,000. See attached cost estimate.

Moving the drainage off the exterior of the building will reduce exterior building maintenance and eliminate the hazardous ice build up around the building. A yearly system of routine inspection and low-cost maintenance on a new 20 year roof system will reduce the overall cost for this building.

Sincerely,



Bob Jones, EIT, CDT
Roof Designer/Inspector

Attachments

RDJ/trf\ I:\546400\CAGNINA0.LTR

USKH Work Order# 546400

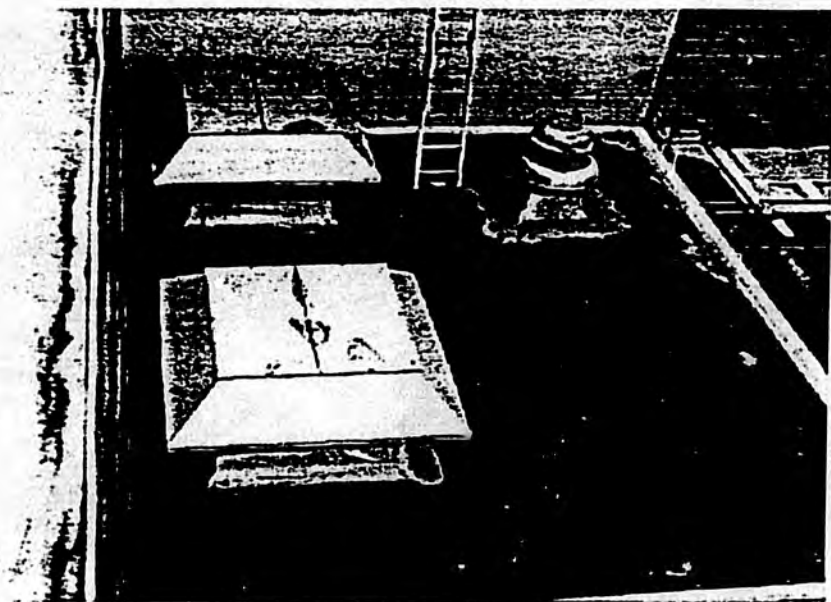


Figure 1
Overview: Two Roof mounted air-intake hoods

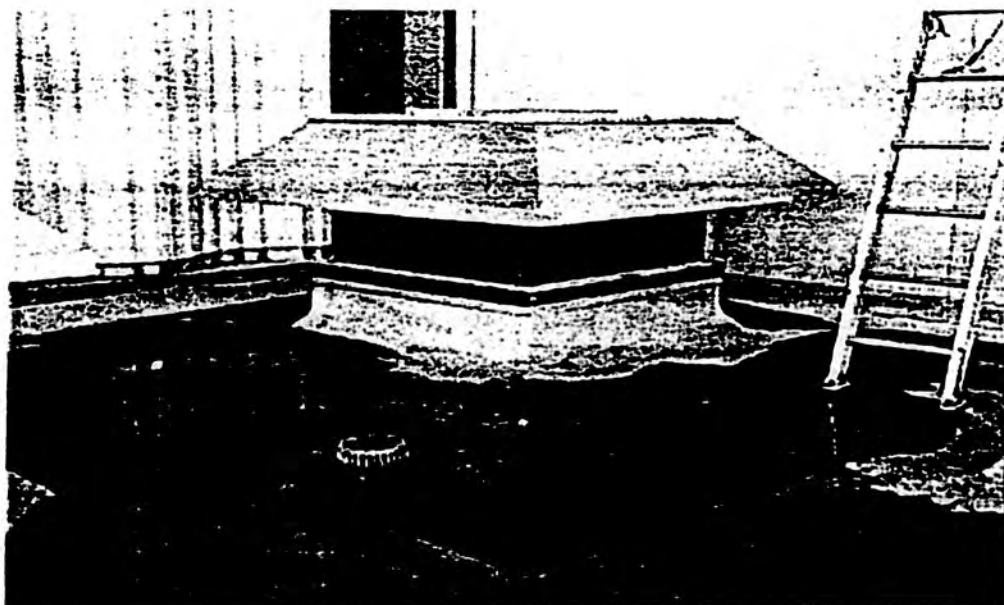


Figure 2
Air-intake hood: Snow blows up under cap

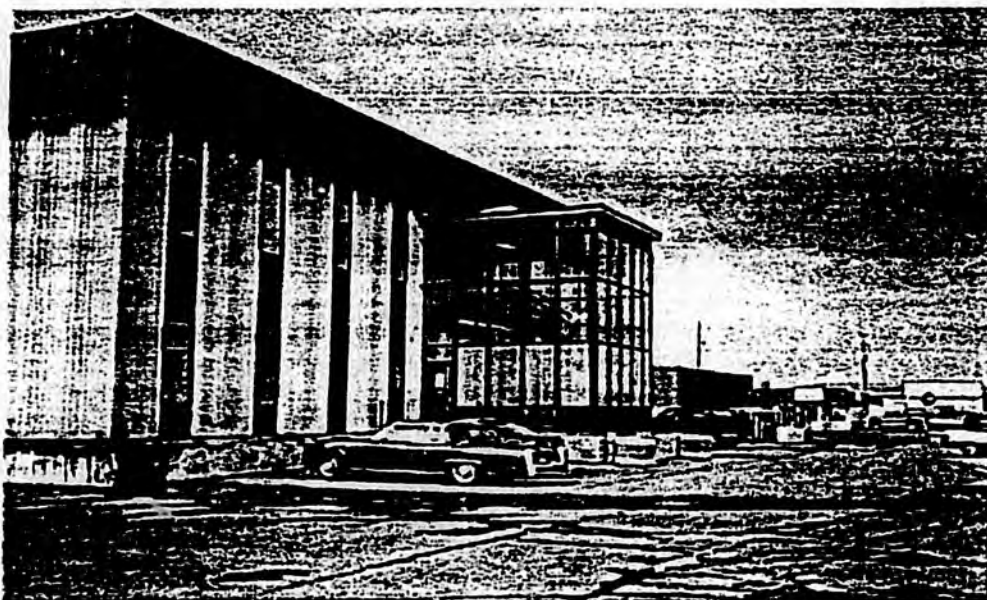


Figure 3
Main entry vestibule

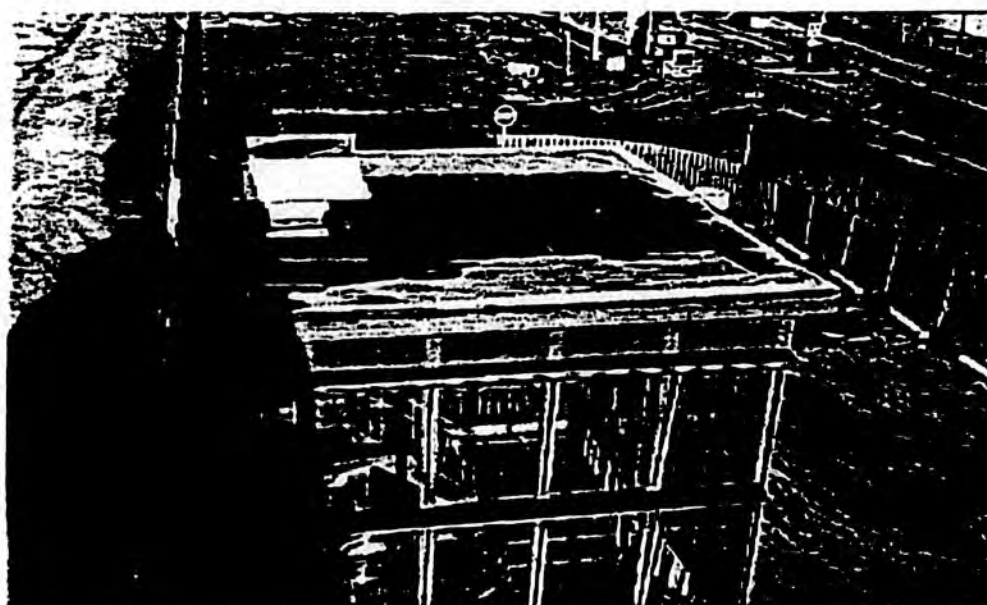


Figure 4
Roof of main entry vestibule

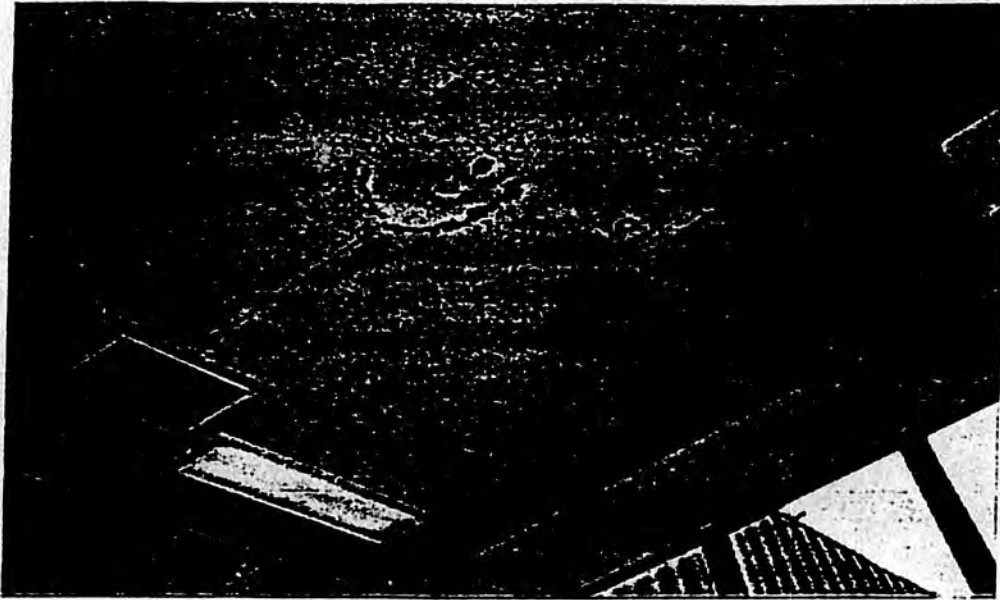


Figure 5
Water stains under main entry vestibule roof



Figure 6
Main building roof: Line of fasteners backing out

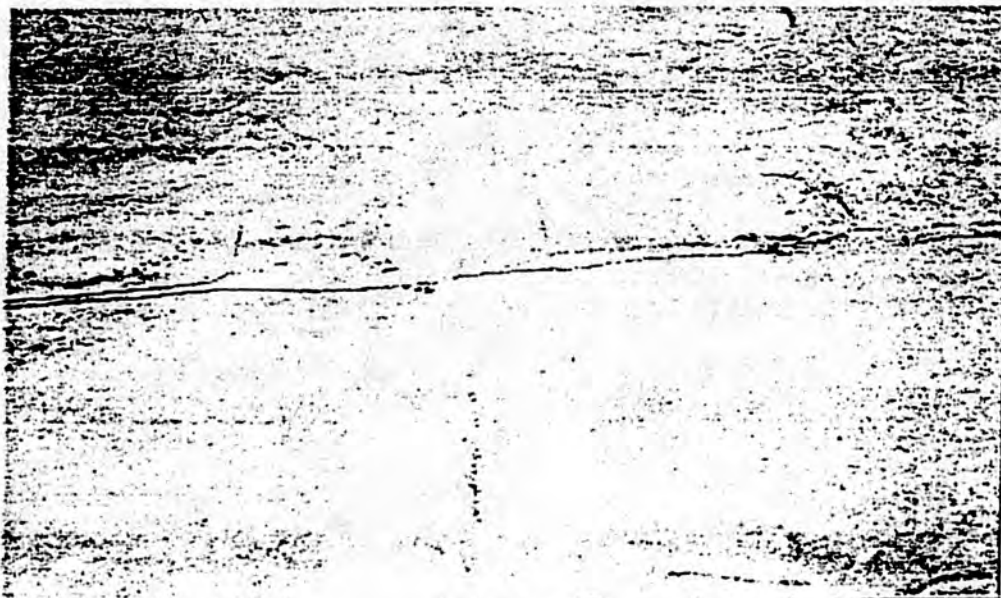


Figure 7

Main building roof: Previous patch over fastener which is, again, backing out



Figure 8

West side of building: Note water stain at center of wall from interior gutter drainage



Figure 9
Main building roof drain ties into old roof interior gutter



Figure 10
Note water running through gap in edge
metal down fascia

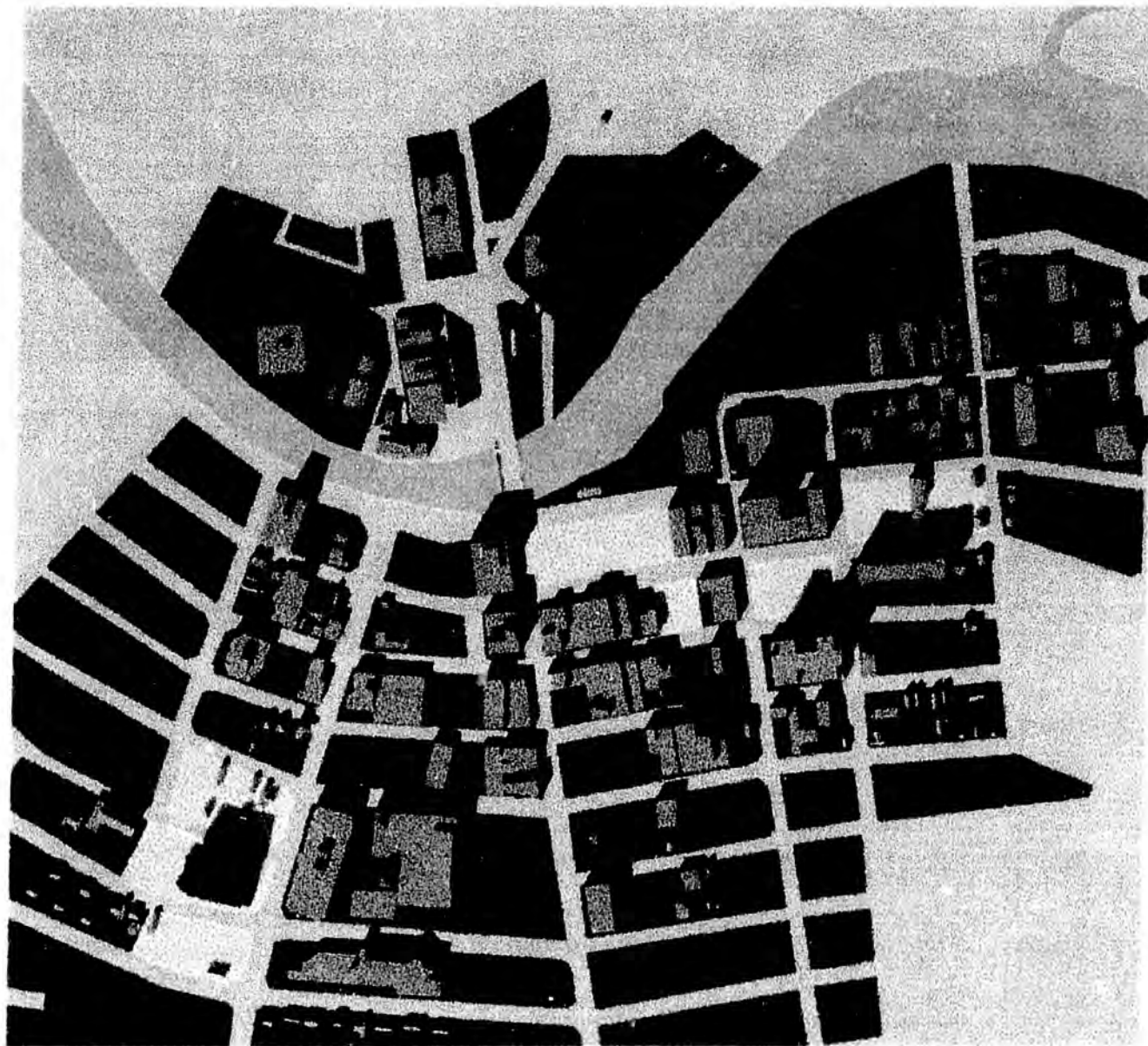
Cost Estimate

Item	Quantity	Units	Cost per Unit	Sub-total
Remove existing single-ply roofing	11,059	SF	\$ 0.75	\$ 8,294
Remove existing built-up roofing (ACM):	1,442	SF	\$ 1.50	\$ 2,163
Install new parapets w/ EIFS Fascia	762	LF	\$ 28.00	\$ 21,336
Install new tapered system MC-BUR	12,501	SF	\$ 8.00	\$ 100,007
Install new roof drains & leaders	4	EA	\$ 1,000	\$ 4,000
Install new dry wells	2	EA	\$10,000	\$ 20,000
Design Fee (10%)	1	Lump	\$15,580	\$ 15,580
C/A Fee (5%)	1	Lump	\$ 7,790	\$ 7,790

	Total :	\$ 179,170
Contingency :	10%	\$ 17,917
Total w/ Contingency :		\$ 197,087
<i>price per SF :</i>		<i>\$ 15.77</i>

Notes:

- Construction costs are "Ball-Park" estimates based on historical data
- Design and CA fees are based on % of construction cost before contingency
- Prices reflect budget numbers only and do not reflect fully detail engineers estimate



FAIRBANKS COURTHOUSE FEASIBILITY STUDY

Volume II

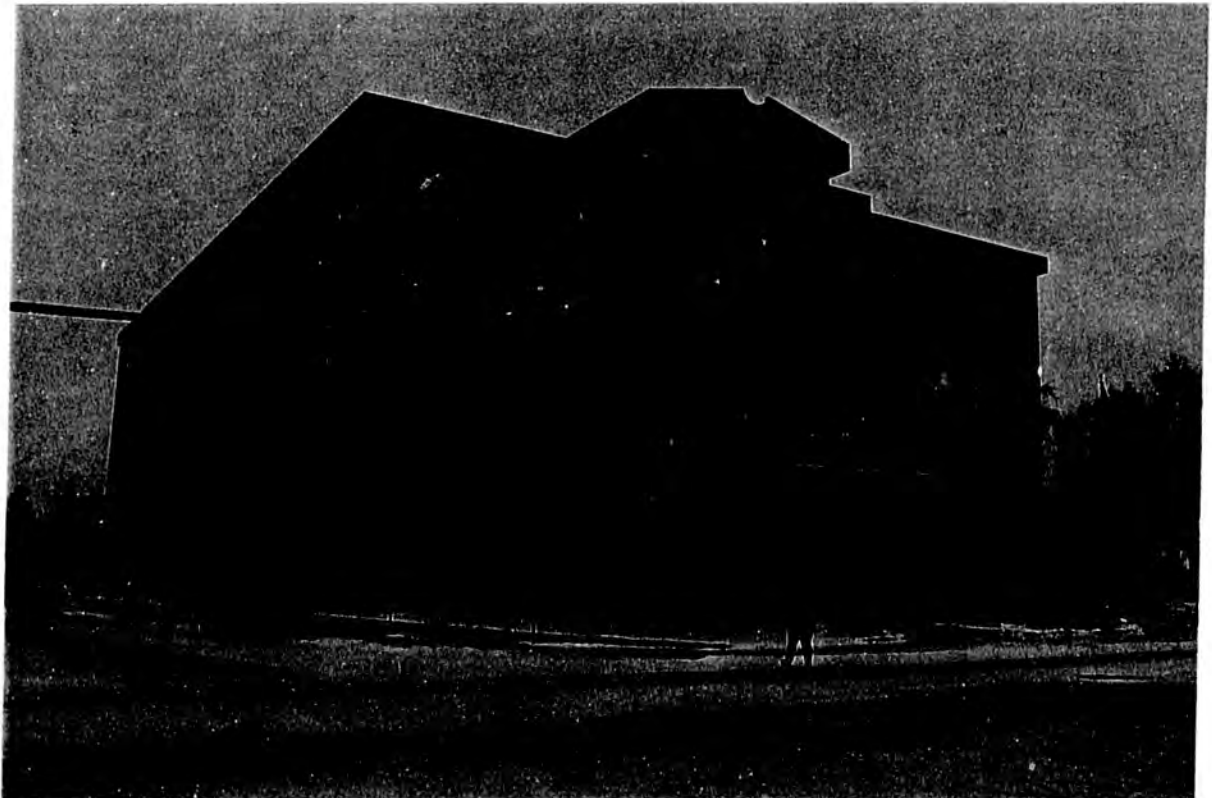
**Alaska Court System
Anchorage, Alaska**

March 29, 1996

Charles Bettisworth & Company, Inc
Fairbanks, Alaska

FAIRBANKS COURTHOUSE
FEASIBILITY STUDY
Charles Bettisworth & Company
March 1996

View of Existing Facility from the East
October 1995



ACKNOWLEDGMENTS

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Office of Administrative Director
303 K Street
Anchorage, AK 99501

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A. INTRODUCTION

The Facility Condition Report is a compilation of field observations and analysis of the existing condition of the Fairbanks Court and Office Building, located at 604 Barnette Street, and owned by the Alaska Court System. All building systems were reviewed and analyzed based on field assessments, code and accessibility requirements, site development and space utilization. Updated as-built drawings were created in order to record and display the facility's condition prior to any planned renovations, additions to, or relocations of Courthouse functions.

The report's conclusions are presented by discipline. Illustrations for each section are included. Additional information on code references and occupant load/exiting calculations are included in an Appendix. The following individual sections describe the existing condition of the facility:

◆ History	Charles Bettisworth & Company
◆ Site Analysis	Charles Bettisworth & Company
◆ Civil/Geotechnical	R & M Engineering Consultants with Brian Rogers & Associates
◆ Architectural	Charles Bettisworth & Company
◆ Structural	Loftus Engineering Associates
◆ Mechanical	MBA Consulting Engineers
◆ Electrical/Communications . .	Lake & Boswell Consulting Electrical Engineers
◆ Environmental/Hazardous . . .	Nortech Environmental & Materials Abatement Engineering Consultants

Code deficiencies are outlined in the following two sections:

◆ Code Compliance Review . . .	Ref: 1994 Uniform Building Codes
◆ ADAAG Upgrades Review . .	Ref: 1991 Americans with Disabilities Act & 1992 Accessibility Audit

Facility Program and Space Utilization Analyses are presented graphically in a table of existing program areas followed by space utilization drawings for each floor.

B. HISTORY

The Fairbanks Court and Office Building was designed in 1962 by B.C. Hamilton Architect, of Anchorage, Alaska. Its exterior has remained unchanged, with the original aluminum curtain wall and window system, changed only by a new penthouse and main roofs, decorative east parapet, and new soffits installed in 1992.

The building served a variety of functions in the 1960s, housing other state agencies as well as the Department of Law. The Departments of Commerce, Fish & Game, Health & Welfare, Labor, Natural Resources, Safety, Revenue, and even the University of Alaska shared space with Courthouse staff. Today, only the Alaska Court System and District Attorneys Office occupy the building.

Major portions of the building have undergone changes over the years. The present Law Library served as the State Employment office. The Public Health Lab occupied the center of the second floor, now remodeled as Superior Courtrooms and Grand Jury. The three District Courtrooms on the perimeter of the third floor remain in their original location, with their original layouts, but the original Law Library is now the Clerk of Courts Office, and the center of the floor is a Superior Courtroom. On the fourth floor, the original Superior Courtrooms have remained as originally designed, with periodic changes to their furnishings.

The original building design featured a double-loaded corridor with perimeter offices (except at the first floor Law Library, which has its own entrance, and the fourth floor Superior Court Judges' Chambers). Front-and-back access was provided for public and judges to the original six courtrooms, and access to public offices on the perimeter was ensured.

Renovations over the last 30 years have included renovations to the second floor when the Public Health Lab moved up to the University of Alaska in the late 1960s; modifications to courtrooms such as the addition of the first floor Arraignment Court in 1976-77; the reroofing project in 1992; and an ADAAG upgrade in 1994. Service system improvements have included modifications to the storm drain system (1974), a steam system upgrade (1986), installation of a fire alarm system (1986), installation of a building-wide sprinkler system (1987); installation of a new security system (1995); and numerous retrofits and adjustments to the HVAC system. Replacement of finishes and furnishings in the courtrooms continue on a regular basis.

C. SITE ANALYSIS

General

The Fairbanks Courthouse is located in the downtown area on Barnette Street between 6th Avenue and 7th Avenue. Its physical address is 604 Barnette Street. The overall site encompasses 59,214 sf while the building footprint is 18,440 sf. Parking areas cover 29,910 sf, with site circulation and landscaping utilizing the remaining 10,864 sf.

On-site parking for the facility is located on the north and west sides of the building. Employee parking is also available in the enclosed parking garage across the street. On street parking along both sides of 6th and 7th Avenues is within reasonable walking distance.

The main public entrance to the building is from Barnette Street. Employee access is provided at various locations on the north, east, and west sides of the building. Buildings surrounding the Courthouse facility are generally of residential type construction.

Zoning

The building site is zoned GC (General Commercial). The FNSB Title 18 zoning ordinance permits this type of building usage.

The areas directly adjacent to the site are zoned either GC, MFO (Multi-Family/Office) or CBD (Central Business District). There are no minimum lot areas. The building as sited meets front yard (20 feet) and side/rear yard (none) requirements.

Site Access

The Courthouse building is situated on the southeast portion of the site. A covered walkway is provided on the north side of the building. An entrance canopy is located on the east side of the building (i.e. Barnette Street). A continuous sidewalk along 6th Avenue, Barnette Street and 7th Avenue surrounds the site and provides pedestrian access into the building.

Mass transit transportation is available to the area within reasonable walking distance. Buses run on a regular schedule during business hours.

Public access into the building is at the entry located at the northeast corner of the building on Barnette Street. Public parking is on the west end of the site and along 6th and 7th Avenues. People visiting the building must walk across the parking lot and along a sidewalk on 7th Avenue or under the covered walkway on the north side of the building to reach the public entry.

Public access into the facility is very inconvenient in terms of distance from the parking areas to the only public entrance. Circulation paths are not well defined or marked.

C. SITE ANALYSIS

Vehicular access to on-site parking areas is from four access driveways; two driveways along 6th Avenue and two driveways along 7th Avenue. Another access driveway is on Barnette Street on the northeast corner of the site. All access driveways are intended to be used in one direction only. However, these access points are not well-marked and are difficult to maneuver.

Site Parking

Existing off-street parking areas for this facility are of two types: 1) outdoor parking located on the west and north portions of the site and 2) reserved parking located in the State parking garage across from the Courthouse on Barnette Street.

FNSB Title 18 zoning ordinance 18.50.060 requires off-street parking for this facility at a minimum of one parking space per 200 sf of office space plus one parking space per four seats of assembly area.

The total building area is 78,504 gsf. Calculations for each type of area requiring off-street parking spaces are as follows:

Office areas: 38931 sf / 200	194.66 spaces
Assembly areas: 819.4 seats / 4	204.85 spaces
Total required off-street parking	400 spaces
Existing on-site parking	83 spaces (48 with HBHO's)
Existing reserved garage parking	147 spaces
Existing on-site handicapped parking	2 spaces
Total existing off-street parking	232 spaces

The current off-street parking arrangement does not meet FNSB off-street parking requirements by 168 spaces. In addition, the Borough zoning ordinance requires off-street parking spaces be at least 9 ft. wide x 18 ft. long. The current parking layout typically has spaces that average 7.5 ft. in width.

Modifying the existing exterior parking layout to conform to Borough size requirements results in a loss of eight spaces to the existing parking space configuration.

CORRECTION

**THE FOLLOWING DOCUMENT(S)
HAVE BEEN REFILMED TO
ASSURE LEGIBILITY OR PAGINATION**



Rev. 6/98

Central Microfilm Services
Department of Education
State of Alaska

C. SITE ANALYSIS

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C. SITE ANALYSIS

The Americans with Disabilities Act of 1991 requires two percent of the total number of parking spaces or ten spaces, whichever is less, be accessible to the disabled. Eight spaces are therefore required ($389 \times .02 = (7.78)$ per ADAAG). FNSB requirements are one per 50 parking spaces or $389/50 = 8$. Only two spaces are currently provided on site but seven more are available in the State parking garage, which is shared with the City of Fairbanks and State office building agencies.

Alaska DOT/PF driveway standards require a minimum 40 ft. separation between the edge of travelled way of a driveway and the curb line of the nearest intersecting street. The clearance between 6th Avenue and the driveway that exits from the courthouse parking lot onto Barnette Street is less than 25 feet.

The existing parking lot requires reconfiguration and restriping to conform to current standards.

D: CIVIL/GEOTECHNICAL

Geotechnical Conditions/Foundations

The foundations soils beneath the existing building consist of alluvial sand and gravel. Test hole logs included in the building plans indicate that the original ground included a layer of silt, about five to eight feet in thickness, overlying the granular soils. These logs also indicate that the soils below about 35 feet were frozen at the time of the original building construction. Groundwater is indicated in these logs below depths of about 10 to 14 feet. These soils conditions are typical of much of the Chena River floodplain.

The existing building is supported by column footings of up to 9 ft.-9" in size. The bearing surface of the footings is typically about 4.5 feet below the top of slab of the ground floor. Maximum column loads are about 500 kips, indicating a maximum soil bearing pressure of more than 5,000 psf. These soil pressures are near the upper limit of permissible values that are usually considered prudent for foundations placed on compacted granular fill materials.

An inspection of the existing building revealed a few locations that have experienced minor cracking of plasterboard walls or other evidence of possible building movement. From this inspection it is concluded that there are no foundation problems with the building that will require correction.

General Site Conditions

The existing parking area has a concrete pavement surface, except for localized areas that have been patched with asphalt pavement. Although some pavement cracking has occurred throughout the parking area, the overall condition of the pavement surface varies significantly. Although some areas are in relatively good condition, other localized areas have experienced severe cracking of the pavement surface. It appears likely that the cause of this observed distress is an inadequate thickness of non-frost susceptible base materials under the pavement. Except for a storm drain inlet near the northeast corner of the parking area on the north side of the building, all drainage of the site is by surface runoff to the adjoining City street system.

Site Utilities

The approximate location and sizes of existing water, sanitary sewer, steam and storm drainage utility lines near the site are shown on the accompanying sketch. This sketch does not show buried electrical lines and numerous water, steam, and sewer lines near the site that have been abandoned in place.

The water main on Barnette Street is relatively new, being constructed in 1986. New water mains on 6th and 7th Avenues were constructed in 1984.

Four existing fire hydrants are located within 150 feet of the building, as shown on the sketch. Flow tests indicate fire flows in excess of 2,000 gpm can be expected from these hydrants.

D. CIVIL/GEOTECHNICAL

The existing sewer service lines from the building connect to an 8 inch diameter sewer line on 6th Avenue is routed beneath the State parking garage, east of Barnette and under the J.C. Penney department store.

Recommendations

1. *Geotechnical Conditions/Foundations*

It is expected that spread footing foundations will be suitable for an addition to the existing building, similar to the existing foundation system. Detailed testing of the foundation soils under the area of a proposed new addition will be required, however, before foundation design criteria can be developed.

Caution should be taken before increasing the soil bearing pressures of the footings of the existing building in order to assure that excessive building movement will not occur as a result. It is recommended that testing of the foundation soils under the existing building be performed if it is desired to add more floors to the existing building.

It is likely that differential foundation movement of a building addition, with respect to the existing building, can be limited to an acceptable amount by removing the existing silt overburden soils and densifying the underlying gravels to the depth that might be influenced by the new footings. This depth is equal to about twice the footing width. The cost of such densification would likely be significantly affected if footing loads require that the soils at or below the groundwater table be compacted. The extent of the required foundation preparation work is dependent on the character of the existing soils, the footing sizes and loads, and the amount of differential movement that can be tolerated.

2. *General Site Improvements*

It is recommended that the existing concrete pavement in the parking areas be replaced with a new asphalt pavement. The pavement subgrade should include a minimum four-inch thickness of crushed base material overlying at least an 18-inch thickness of non-frost susceptible granular fill. Pavement improvements should include the construction of a storm drainage system for the site, connecting to the 42-inch diameter City Storm drain that outfalls to the Chena River.

D. CIVIL/GEOTECHNICAL

3. *Site Utilities*

The capacity of the existing water, sanitary sewer, steam, and storm drainage systems is considered to be sufficient to accommodate possible increases in the size of the courthouse facility. Construction of an addition to the building could, however, require the relocation of nearby utility lines. A 42-inch diameter storm drainage line, located immediately west of the courthouse would have to be moved if an addition is to be constructed in this area. An addition to the north side of the building could require the relocation of the steam and condensate return lines that serve the building. The sewer service lines to the building may also have to be relocated. It is preferable to connect new sewer service lines to the existing sewer line on 7th Avenue, rather than to the existing 6th Avenue sewer to avoid possible service disruption resulting from the difficulties in repairing the existing sewer where it is located beneath the State parking garage and J.C. Penney department store.

E. ARCHITECTURAL

This portion of the report examines the existing condition of the Fairbanks Courthouse. Deficiencies in the major architectural components of the building are discussed in general terms.

An on-site inspection determined the current physical condition of the building. Based on this inspection and discussions with maintenance personnel, a list of recommended upgrades has been developed. The proposed upgrades are described by written narrative and supported with photos and drawings.

Recommended architectural upgrades are provided in sufficient detail to develop anticipated costs associated with each upgrade.

General

The Fairbanks Courthouse building was constructed in 1962. The four-story building consists of 78,504 sf. A mechanical penthouse is located on the roof. The general layout of interior spaces consists of centrally located courtrooms surrounded by perimeter office space. A continuous double loaded corridor on each floor connects the public and private spaces. Vertical circulation is provided by one bank of two elevators and two stairwells. Mechanical and electrical support spaces are provided on each floor.

Exterior doors at the public entry are aluminum frame with glass. Interior doors are primarily solid-core wood doors with steel frames with hollow metal doors and frames at mechanical and utility rooms. Ratings of door and frame assemblies vary.

Conditions of Specific Exterior Building Components

Walls: The exterior composite wall panel consists of porcelain enamel steel (both sides), 1½ inches rigid insulation (white board), and hardboard (cement asbestos board). The total panel thickness is 1¾ inches. The porcelain steel exposed to the exterior is directly adhered to the insulation. The panels are fastened to an aluminum framework which is attached to the structural system. There is no vapor barrier and the system is completely dependent on sealants to prevent air infiltration/exfiltration and water leakage.

Exterior building panels are old, worn, and stained. The porcelain enamel steel has delaminated from the insulation on approximately 25% to 35% of the panels (primarily south and west elevations) and is visually noticeable. The sealant is in good condition. Portions of the exterior walls on the first floor are constructed of concrete masonry units (CMU). The exterior CMU wall is in good condition; grout joints are solid and the surface is freshly painted. Exposed stucco, wood and steel materials on the exterior of the building have also been painted recently and are in very good condition.

E. ARCHITECTURAL

Soffits: The underside of the first floor covered walkway soffit on the north and south is constructed of exposed rigid insulation (T&G white board) adhered to stucco material. The rigid insulation is severely water stained and discolored and is in very poor condition. Several panels have cracked and broken off, leaving exposed areas.

Entry: The entry at the east side of the building is covered with 2" x 2" ceramic tile. The tile is in relatively good condition, considering the Fairbanks climate. However, at several roof/wall intersections where the tile has gotten wet, tiles are damaged and have been repaired and/or replaced. A few ceramic tiles have cracked on the east facade.

Doors: Exterior doors at the public entry are typical glass/aluminum store front sections and are in good condition.

Windows: Exterior windows are in good condition. The windows located on the first floor are typical fixed sections. The operable windows on the upper floors are functional but inconvenient to operate.

Roof: The entire roof system for the building was replaced in 1992 and appears to be functioning properly. Maintenance personnel did note some water leakage during heavy rainfall. The leakage is concentrated on the east side of the building at the roof/wall intersection. The new IRMA roof system consists of the following: 2 inch LG board insulation with cement topping, over single-ply membrane over ½ inch fiberboard, over 4 - 8 inches rigid insulation, over existing concrete roof deck. A new roof slope of ⅛ inch per foot is maintained. As part of the new roof work, parapets were extended out to cover the tops of exterior structural columns and aluminum mullion sections. Metal siding on the new parapets and new soffits is in very good condition.

Conditions of Specific Interior Building Components

Walls: Interior wall construction is primarily of 2x4 or 2x6 wood framing @ 16 inches o.c. with ⅝ inch painted gypsum board on both sides. Concrete and CMU interior walls are located in several areas and act as fire and/or shear walls. Interior wood framed walls are non-load bearing and are of three types:

1. Walls that extend to underside of suspended ceiling;
2. Walls that extend a few inches above the ceiling;
3. Walls that extend to underside of steel joists (i.e. corridor walls).

In some areas, fiberglass insulation has been placed above ceiling stud spaces and acts as soundproofing material.

E. ARCHITECTURAL

In a majority of instances, the gypsum board finish on corridor walls extends just beyond the ceiling height. Combustible wood framing above the ceiling is exposed. No seismic bracing was found on interior partitions.

Several interior walls have wood paneling or wood wainscots as accent walls. In general, interior wall materials and finishes are in good condition.

Ceilings: The suspended acoustic tile ceiling currently in place in the majority of the building is the original ceiling system (Armstrong Fiberguard). Generally, the 2 ft. x 4 ft. ceiling tile is in fair to poor condition. Ceiling tiles are very dirty and water stained. Approximately 10-15% are cracked or broken. The ceiling grid is in relatively good condition except at exterior edges where it is loose or has fallen off. There is no seismic bracing in the ceiling system. Damaged tile or substitute materials have compromised the original fire rating of the ceiling system.

In areas that have been remodeled, new ceiling tiles have been installed and are in good condition. Suspended gypsum board ceilings are located in a few rooms in the building and are in good condition.

Insulation ceiling panels in building services (mechanical) rooms are missing, damaged, or dirty and are in unrated assemblies.

Floors: The finish floor material for a majority of the facility is carpet. Over the years, a majority of the carpet has been replaced. The quality of carpet throughout the facility varies considerably and is directly related to age and use. The average age of a majority of the carpet is three to five years. Generally the carpet is in good condition, but is dirty and shows signs of wear in major circulation pathways. Several rooms have carpet which is more than 10 years old that is in fair to poor condition. Selected areas have new carpet in excellent condition.

Vinyl tile flooring where it has been left exposed is in good condition. Painted concrete floors are in fair to good condition with respect to the paint. Ceramic tile on the public restroom floors is in good condition.

Doors: Interior doors are primarily solid-core wood doors. Acoustic wood doors are installed in the courtrooms. Wood doors are generally in good condition. Door frames are painted metal; many lack fire rating labels. Several metal doors are located throughout the facility (i.e. mechanical rooms) and are rated as required.

E. ARCHITECTURAL

Restrooms: Public restrooms in the facility are in good condition and have recently been renovated to comply with ADA requirements. Private restrooms located throughout the building are usable but very narrow and difficult to use.

Furnishings: Furnishings in the building are old and dated, but in relatively good condition. Most furnishings are freestanding except in the courtrooms and corridors which have fixed seating for judges, clerks, witnesses, jurors, and visitors.

Vertical Circulation: Vertical circulation in the facility is provided by two elevators and two stairs. The elevators and main stairwell are arranged back to back and located in a continuous rated vertical shaft constructed with concrete walls.

The main public stair is constructed with a variety of materials. The first to second floor stairs are concrete with rubber treads and are worn, but in good condition. The other stairs and landings are constructed of diamond plate steel bolted to steel channel stair stringers. No risers were provided. Handrails are 1½ inches diameter painted pipe. Stair materials are in good condition.

The elevators are original, but have been refurbished over the years with new carpet, accessible controls and wood paneling. A separate elevator machine room has not been provided in the mechanical penthouse.

Functional Use

The design of courthouse facilities has evolved significantly since the Fairbanks Courthouse was constructed. Although numerous renovations have taken place in the building over the last 33 years, there are fundamental features in the original design which affect how the building performs functionally.

The most serious functional deficiency is that the facility does not adequately address public access versus judicial and prisoner safety and security. Existing circulation systems make it impossible to separate these three distinct user groups. Prisoners are directed through public spaces and judges use the same corridors as the people who have just been sentenced. Juror/judge privacy is compromised by the location of jury rooms and judges chambers.

New security systems were recently installed to reduce the potential threat of violent activity, but are remedial measures and do not solve the real problem of a lack of separate and distinct circulation systems for each user group.

E. ARCHITECTURAL

Current courtrooms and judicial chambers are inadequate with respect to room layout and function. The courtrooms are not flexible and judges have to switch rooms depending on the type of case (i.e. 6 jurors versus 12 jurors) creating scheduling conflicts. Access to several courtrooms is through public use corridors. The judges benches and jury boxes are not handicapped accessible. Generally, the facility has reached maximum space utilization. All available space is utilized, offices are typically overcrowded, and there is no room for expansion.

Acoustics could be improved in the courtrooms. The jury rooms are small and have inadequate restroom facilities.

Sound control between rooms is severely inadequate. There are no sound walls or other provisions between rooms to reduce sound transmission. A majority of interior partitions do not extend beyond the ceiling height and sound travels unimpeded through the ceiling plenum space. This inhibits privacy and compromises professional work conditions for everyone involved in the judicial process.

E. ARCHITECTURAL

Recommended Upgrades and Improvements

In general, the building has been well maintained over the past 33 years. However, there are serious architectural building deficiencies which profoundly affect how the facility performs. These deficiencies can be divided into three basic categories:

1. Energy deficiencies;
2. Fire/Life safety deficiencies;
3. Architectural finish deficiencies.

For purposes of this report, the recommended upgrades to correct these deficiencies are intended to renovate the existing facility into a modern building which will effectively serve its projected uses.

Energy Upgrades

1. **Upgrade exterior wall system of the building.** The performance of the existing exterior composite wall panel system is severely limited. The panels insulative values are grossly inadequate (R-5), they allow excessive air infiltration, contain asbestos, conduct cold, and are delaminating.

Option A. A new exterior insulated finish system (EIFS) could be attached to the existing exterior curtain wall framing. The existing panel system could be left in place and insulation added on the outside so the building could remain functional during exterior renovation. Furthermore, the demolition costs associated with removing and disposing of the existing asbestos panels would be eliminated. A new EIFS system is relatively lightweight, durable, and low maintenance. The insulative value of the exterior wall could be increased as high as $\pm R-35$ (assumes 5 inches rigid insulation). Current air infiltration would be decreased significantly. The EIFS system can also be installed over existing CMU wall construction and the ceramic tiles on the east elevation.

Option B. An insulated metal panel system could provide an exterior finish system to be retrofitted over the existing exterior panels. The system would reduce labor costs as both insulation and finish are provided at the same time. The existing panel system could remain in place. The building could remain functional during exterior renovation. Metal panels come in a variety of standard insulative values, textures, and finishes which can dramatically alter the appearance of the existing facility.

E. ARCHITECTURAL

Option C. The existing exterior panel system could be completely removed and replaced with a new energy efficient window and wall system. Wall construction technology has advanced considerably in the last 35 years. Systems are available which provide higher insulative values, are thermally broken, have insulated glazing panels, and come in a wide variety of materials, finishes, and textures. The existing panel system could be removed on a floor by floor basis to minimize the impact on portions of the building still in operation during construction.

Any retrofitted wall system which is placed over the existing wall system, either EIFS or insulated metal panels, must consider the fact that there is no vapor barrier in the existing exterior walls. Therefore, insulated furring with a new vapor barrier and new interior finish must be included in any retrofit of the existing wall system.

2. **Provide new energy efficient windows.** The existing window system is thermally and functionally inadequate. The window glazing is double paned $\frac{3}{4}$ inch thick insulating glass installed in an aluminum frame. The frame conducts cold air to the inside of the building where it condenses and forms moisture. The operable windows are functional but inconvenient; three lock locations must be manipulated in order to open or close the window.

New energy efficient operable windows will improve thermal efficiency, decrease air infiltration, and eliminate current condensation problems. Window areas could be increased to allow more natural light into the building without compromising energy efficiency. A variety of window types and systems are available and will depend on the selected exterior finish system. Metal clad windows, plastic windows, and aluminum frame windows (thermal break) are reasonable options. Each are energy efficient, durable, and low maintenance.

3. **Remove existing insulation and stucco finish from underside of covered walkway and replace with new exterior system and spray foam insulation.** The existing insulation provides inadequate insulative values, is water stained, and is in very poor condition. Offices located above this area are noticeably colder than interior offices. The steel decking, steel floor framing and concrete slab construction which cantilevers the first floor to form a covered walkway around the perimeter of the building contribute to cold transmission thru the floor to the offices above. The resulting plenum space is heated with return air.