

ALASKA LEGISLATURE SPECIAL COMMITTEE/SUBJECT FILES 8672

2552 SCOMM 111: DEFERRED MAINTENANCE TASK FORCE, 1997

Estimate to As-Built Condition

ED	AS	Status Code	Community/ Location	Harbor Facility Name	Inventoried Replacement Value (IRVin 000's)	Estimated current in-place value	Program Total to As-Built Condition
5			KAKE Total				\$ 1,825,486
	1	12	KASAAN	KASAAN HARBOR	\$328	\$ 214,492	\$ 191,393
5			KASAAN Total				\$ 191,393
	1	10	KETCHIKAN	BAR HARBOR NORTH	\$2,244	\$ 1,499,751	\$ 1,250,771
	1	10	KETCHIKAN	BAR HARBOR SOUTH	\$2,607	\$ 1,549,096	\$ 1,790,019
	1	10	KETCHIKAN	CITY FLOAT	\$459	\$ 284,499	\$ 295,227
	1	10	KETCHIKAN	HOLE IN THE WALL	\$581	\$ 355,223	\$ 381,555
	1	10	KETCHIKAN	KNUDSON COVE FLOAT	\$530	\$ 268,370	\$ 442,702
	1	10	KETCHIKAN	RYUS FLOAT	\$95	\$ 63,896	\$ 52,068
	1	10	KETCHIKAN	THOMAS BASIN	\$1,762	\$ 837,288	\$ 1,565,350
1			KETCHIKAN Total				\$ 5,777,693
	1	11	KLAWOCK	KLAWOCK HARBOR	\$545	\$ 315,350	\$ 389,021
5			KLAWOCK Total				\$ 389,021
	1	10	KODIAK	CITY FLOAT	\$927	\$ 560,246	\$ 620,330
	1	10	KODIAK	SAINT HERMAN HARBOR	\$4,685	\$ 2,407,613	\$ 4,092,713
	1	10	KODIAK	SAINT PAUL BOAT HARBOR	\$4,204	\$ 2,164,938	\$ 3,682,862
6			KODIAK Total				\$ 8,395,904
	1	12	KUPREANOF	KUPREANOF FLOAT	\$224	\$ 148,709	\$ 127,279
2			KUPREANOF Total				\$ 127,279
	1	1F	METLAKATLA	METLAKATLA CITY FLOAT	\$408	\$ 249,954	\$ 266,957
	1	1F	METLAKATLA	METLAKATLA HARBOR	\$1,316	\$ 850,896	\$ 786,836
5			METLAKATLA Total				\$ 1,053,793
	1	11	PELICAN	PELICAN HARBOR	\$1,731	\$ 1,098,122	\$ 1,070,699
5			PELICAN Total				\$ 1,070,699
	1	10	PETERSBURG	MIDDLE HARBOR	\$825	\$ 489,022	\$ 568,685
	1	10	PETERSBURG	NORTH HARBOR	\$1,973	\$ 1,153,547	\$ 1,387,457
	1	10	PETERSBURG	PAPKES LANDING FLOAT	\$181	\$ 120,299	\$ 102,433
	1	10	PETERSBURG	SOUTH HARBOR	\$2,953	\$ 1,932,668	\$ 1,727,308
2			PETERSBURG Total				\$ 3,785,882
	1	12	PORT ALEXANDER	PORT ALEXANDER INNER HARBOR	\$172	\$ 83,993	\$ 148,953
	1	12	PORT ALEXANDER	PORT ALEXANDER OUTER HARBOR	\$291	\$ 132,570	\$ 268,060

Estimate to As-Built Condition

ED	AS	Status Code	Community/ Location	Harbor Facility Name	Inventoried Replacement Value (IRVin 000's)	Estimated current in-place value	Program Total to As-Built Condition
5		PORT	ALEXANDER Total				\$ 417,013
	1	12	PORT LIONS	PORT LIONS SMALL BOAT HARBOR	\$4,350	\$ 921,416	\$ 1,051,701
6			PORT LIONS Total				\$ 1,051,701
	1	11	SELDOVIA	SELDOVIA SMALL BOAT HARBOR	\$1,872	\$ 995,923	\$ 1,505,411
7			SELDOVIA Total				\$ 1,505,411
	1	10	SEWARD	SEWARD BOAT HARBOR	\$7,821	\$ 3,898,436	\$ 4,098,276
8			SEWARD Total				\$ 4,098,276
	1	1	SITKA	CRESCENT HARBOR	\$3,187	\$ 1,761,393	\$ 2,412,416
	1	1	SITKA	SEALING COVE	\$1,868	\$ 1,259,631	\$ 1,029,378
	1	1	SITKA	THOMSEN HARBOR	\$3,176	\$ 1,577,501	\$ 2,705,962
2			SITKA Total				\$ 6,147,756
	1	11	SKAGWAY	SKAGWAY SMALL BOAT HARBOR	\$1,723	\$ 1,107,905	\$ 1,588,962
5			SKAGWAY Total				\$ 1,588,962
	1	12	TENAKEE	TENAKEE HARBOR	\$1,316	\$ 877,425	\$ 741,475
5			TENAKEE Total				\$ 741,475
	1	10	VALDEZ	SMALL BOAT HARBOR	\$5,114	\$ 3,182,767	\$ 3,268,599
35			VALDEZ Total				\$ 3,268,599
	1	12	WHITTIER	WHITTIER BOAT HARBOR	\$10,112	\$ 2,753,397	\$ 2,300,029
35			WHITTIER Total				\$ 2,300,029
	1	10	WRANGELL	FISH AND GAME FLOAT	\$1,825	\$ 407,373	\$ 367,924
	1	10	WRANGELL	INNER HARBOR	\$564	\$ 380,454	\$ 310,377
	1	10	WRANGELL	RELIANCE HARBOR	\$1,676	\$ 1,031,192	\$ 1,091,477
	1	10	WRANGELL	SHOEMAKER BAY HARBOR	\$4,477	\$1,150,421	\$ 890,755
	1	10	WRANGELL	STANDARD OIL FLOAT	\$245	\$ 142,294	\$ 174,265
2			WRANGELL Total				\$ 2,834,796
	1	1	YAKUTAT	YAKUTAT HARBOR	\$868	\$ 578,704	\$ 490,267
5			YAKUTAT Total				\$ 490,267
			Grand Total				\$ 68,186,438
	58				\$127,297,660	\$ 63,142,504	\$ 68,186,438

Estimate to As-Built Condition

ED	AS	Status Code	Community/ Location	Harbor Facility Name	Inventoried Replacement Value (IRV in 000's)	Estimated current in-place value	Program Total to As-Built Condition
	2	20	BARANOF	BARANOF FLOAT	\$241	\$ 129,224	\$ 189,081
	2	20	CHENEGA	CHENEGA HARBOR	\$493	\$ 289,688	\$ 344,413
	2	20	EDNA BAY	EDNA BAY FLOAT AND GRID	\$181	\$ 122,162	\$ 99,550
	2	20	ELFIN COVE	ELFIN COVE INNER HARBOR	\$360	\$ 224,861	\$ 229,080
	2	20	ELFIN COVE	ELFIN COVE OUTER HARBOR	\$231	\$ 146,806	\$ 142,144
	2	20	ENTRANCE ISLAND	ENTRANCE ISLAND FLOAT	\$43	\$ 11,835	\$ 53,086
	2	20	FUNTER BAY	FUNTER BAY FLOAT	\$52	\$ 17,775	\$ 57,249
	2	20	GUSTAVIS	GUSTAVIS DOCK AND FLOAT	\$1,055	\$ 498,995	\$ 940,662
	2	20	HALIBUT COVE	HALIBUT COVE FLOAT	\$244	\$ 236,619	\$ 44,498
	2	20	HELM BAY	HELM BAY REFUGE FLOAT	\$34	\$ 22,815	\$ 18,592
	2	20	HOLLIS	HOLLIS HARBOR	\$243	\$ 150,257	\$ 157,764
	2	20	HYDER	HYDER HARBOR	\$991	\$ 471,366	\$ 880,249
	2	20	JAKOLOF	JAKOLOF BAY FLOAT	\$102	\$ 76,727	\$ 62,527
	2	20	LORING	LORING FLOAT	\$84	\$ 47,430	\$ 61,218
	2	20	MEYERS CHUCK	MEYER CHUCK HARBOR	\$245	\$ 142,844	\$ 172,003
	2	20	NINILCHIK	NINILCHIK HARBOR	\$81	\$ 39,932	\$ 69,635
	2	20	POINT BAKER	POINT BAKER FLOAT	\$201	\$ 97,290	\$ 175,361
	2	20	PORT PROTECTION	PORT PROTECTION FLOAT	\$116	\$ 78,098	\$ 63,642
	2	20	SWANSON HARBOR	SWANSON HARBOR FLOAT	\$51	\$ 25,785	\$ 42,169
	2	20	TAKU HARBOR	TAKU HARBOR	\$160	\$ 92,790	\$ 114,092
	2	20	TATITLEK	TATITLEK DOCK	\$337	\$ 220,845	\$ 195,991
	21				\$5,545,269	\$ 3,144,144	\$ 4,113,008
	3	30	COLD BAY	COLD BAY DOCK	\$2,155	\$ -	\$ -
	3	30	CRAIG	CRAIG NORTH HARBOR	\$1,326	\$ -	\$ -
	3	30	CRAIG	CRAIG SOUTH HARBOR	\$2,433	\$ -	\$ -
	3	30	DILLINGHAM	DILLINGHAM HARBOR	\$250	\$ -	\$ -
	3	30	KING COVE	KING COVE SMALL BOAT HARBOR	\$2,651	\$ -	\$ -
	3	30	KLAWOCK	KLAWOCK DOCK	\$709	\$ -	\$ -
	3	30	OLD HARBOR	OLD HARBOR DOCK	\$499	\$ -	\$ -
	3	30	OLD HARBOR	OLD HARBOR FLOAT	\$426	\$ -	\$ -
	3	30	SAND POINT	SAND POINT SMALL BOAT HARBOR	\$2,899	\$ -	\$ -

Estimate to As-Built Condition

ED	AS	Status Code	Community/ Location	Harbor Facility Name	Inventoried Replacement Value (IRVin 000's)	Estimated current in-place value	Program Total to As-Built Condition
	3	30	SITKA	CITY (ANB) HARBOR	\$1,015	\$ -	\$ -
	3	30	ST. GEORGE	SAINT GEORGE HARBOR	\$11,670	\$ -	\$ -
	3	30	ST. PAUL	ST. PAUL HARBOR	\$7,782	\$ -	\$ -
	3	30	THORNE BAY	DAVIDSON LANDING AND DOCK	\$73	\$ -	\$ -
	3	30	THORNE BAY	THORN BAY CITY HARBOR	\$1,265	\$ -	\$ -
	3	30	UNALASKA	UNALASKA BOAT HARBOR	\$760	\$ -	\$ -
	3	30	UNALASKA	UNALASKA SPIT DOCK	\$1,933	\$ -	\$ -
	16				\$37,845,568		
	95		Total Facility Count		\$170,688,497	\$ 66,286,648	\$ 72,299,446

Fair to Good Condition

ED	AS	Status Code	Community/ Location	Harbor Facility Name	Inventoried Replacement Value (IRV)	Estimated current in-place value	Program Total to Fair to Good Condition	
	1	12	ALEKNAGIK	ALEKNAGIK DOCK	\$390	\$ 350,730	\$ -	
39			ALEKNAGIK Total				\$ -	
	1	12	ANGOON	ANGOON DOCK	\$261	\$ 175,928	\$ -	
	1	12	ANGOON	ANGOON HARBOR	\$1,137	\$ 758,202	\$ -	
5			ANGOON Total				\$ 27,099	2002
	1	12	BETHEL	BETHEL BOAT HARBOR	\$411	\$ 129,224	\$ -	
39			BETHEL Total				\$ 245,717	2001
	1	12	COFFMAN COVE	COFFMAN COVE FLOAT	\$236	\$ 157,491	\$ -	
5			COFFMAN COVE Total				\$ 9,774	200
	1	10	CORDOVA	CORDOVA BOAT HARBOR	\$10,159	\$ 6,272,030	\$ -	
35			CORDOVA Total				\$ 3,029,091	200
	1	11	CRAIG	CRAIG CITY FLOAT	\$578	\$ 332,623	\$ -	
5			CRAIG Total				\$ 343,496	2003
	1	11	HAINES	HAINES HARBOR	\$1,373	\$ 844,016	\$ -	
	1	11	HAINES	HAINES LETNIKOF COVE	\$216	\$ 91,683	\$ -	
5			HAINES Total				\$ 590,694	2003
	1	11	HOMER	HOMER BOAT HARBOR	\$10,248	\$ 4,474,945	\$ -	
7			HOMER Total				\$ 2,405,376	99
	1	11	HOONAH	HOONAH CITY FLOAT	\$475	\$ 215,921	\$ -	
	1	11	HOONAH	HOONAH HARBOR	\$2,167	\$ 1,426,643	\$ -	
5			HOONAH Total				\$ 711,773	2003
	1	11	HYDABURG	HYDABURG HARBOR	\$1,077	\$ 669,391	\$ -	
5			HYDABURG Total				\$ 277,714	2002
	1	1	JUNEAU	AUKE BAY HARBOR	\$3,969	\$ 2,649,260	\$ -	
	1	1	JUNEAU	AURORA HARBOR	\$9,027	\$ 2,225,195	\$ -	
	1	1	JUNEAU	DOUGLAS DOCK	\$607	\$ 273,083	\$ -	
	1	1	JUNEAU	DOUGLAS HARBOR	\$846	\$ 425,117	\$ -	
	1	1	JUNEAU	HARRIS HARBOR	\$2,292	\$ 1,161,597	\$ -	
3			JUNEAU Total				\$ 4,721,114	2000
	1	11	KAKE	KAKE DOCK AND FLOAT	\$562	\$ 288,936	\$ -	
	1	11		KAKE PORTAGE COVE HARBOR	\$2,032	\$ 1,413,715	\$ -	

Fair to Good Condition

ED	AS	Status Code	Community/ Location	Harbor Facility Name	Inventoried Replacement Value (IRV)	Estimated current in-place value	Program Total to Fair to Good Condition
5			KAKE Total				\$ 825,293
	1	12	KASAAN	KASAAN HARBOR	\$328	\$ 214,492	\$ -
5			KASAAN Total				\$ -
	1	10	KETCHIKAN	BAR HARBOR NORTH	\$2,244	\$ 1,499,751	\$ -
	1	10	KETCHIKAN	BAR HARBOR SOUTH	\$2,607	\$ 1,549,096	\$ -
	1	10	KETCHIKAN	CITY FLOAT	\$459	\$ 284,499	\$ -
	1	10	KETCHIKAN	HOLE IN THE WALL	\$581	\$ 355,223	\$ -
	1	10	KETCHIKAN	KNUDSON COVE FLOAT	\$530	\$ 268,370	\$ -
	1	10	KETCHIKAN	RYUS FLOAT	\$95	\$ 63,896	\$ -
	1	10	KETCHIKAN	THOMAS BASIN	\$1,762	\$ 837,288	\$ -
1			KETCHIKAN Total				\$ 3,789,174
	1	11	KLAWOCK	KLAWOCK HARBOR	\$545	\$ 315,350	\$ -
5			KLAWOCK Total				\$ 297,085
	1	10	KODIAK	CITY FLOAT	\$927	\$ 560,246	\$ -
	1	10	KODIAK	SAINT HERMAN HARBOR	\$4,685	\$ 2,407,613	\$ 4092,713-
	1	10	KODIAK	SAINT PAUL BOAT HARBOR	\$4,204	\$ 2,164,938	\$ 3,682,862
6			KODIAK Total				\$ 7,875,055
	1	12	KUPREANOF	KUPREANOF FLOAT	\$224	\$ 148,709	\$ -
2			KUPREANOF Total				\$ -
	1	1F	METLAKATLA	METLAKATLA CITY FLOAT	\$408	\$ 249,954	\$ -
	1	1F	METLAKATLA	METLAKATLA HARBOR	\$1,316	\$ 850,896	\$ -
5			METLAKATLA Total				\$ 206,861
	1	11	PELICAN	PELICAN HARBOR	\$1,731	\$ 1,098,122	\$ -
5			PELICAN Total				\$ 353,385
	1	10	PETERSBURG	MIDDLE HARBOR	\$825	\$ 489,022	\$ -
	1	10	PETERSBURG	NORTH HARBOR	\$1,973	\$ 1,153,547	\$ -
	1	10	PETERSBURG	PAPKES LANDING FLOAT	\$181	\$ 120,299	\$ -
	1	10	PETERSBURG	SOUTH HARBOR	\$2,953	\$ 1,932,668	\$ -
2			PETERSBURG Total				\$ 952,917
	1	12	PORT ALEXANDER	PORT ALEXANDER INNER HARBOR	\$172	\$ 83,993	\$ -
	1	12	PORT ALEXANDER	PORT ALEXANDER OUTER HARBOR	\$291	\$ 132,570	\$ -

Fair to Good Condition

ED	AS	Status Code	Community/ Location	Harbor Facility Name	Inventoried Replacement Value (IRV)	Estimated current in-place value	Program Total to Fair to Good Condition	
5			PORT ALEXANDER Total				\$ 388,877	99
	1	12	PORT LIONS	RT LIONS SMALL BOAT HARBOR	\$4,350	\$ 921,416	\$ -	
6			PORT LIONS Total				\$ 4,057,070	99
	1	11	SELDOVIA	SELDOVIA SMALL BOAT HARBOR	\$1,872	\$ 995,923	\$ -	
7			SELDOVIA Total				\$ 141,536	99
	1	10	SEWARD	SEWARD BOAT HARBOR	\$7,821	\$ 3,898,436	\$ -	
8			SEWARD Total				\$ 2,134,129	99
	1	1	SITKA	CRESCENT HARBOR	\$3,187	\$ 1,761,393	\$ -	
	1	1	SITKA	SEALING COVE	\$1,868	\$ 1,259,631	\$ -	
	1	1	SITKA	THOMSEN HARBOR	\$3,176	\$ 1,577,501	\$ -	
2			SITKA Total				\$ 5,585,295	2002
	1	11	SKAGWAY	SKAGWAY SMALL BOAT HARBOR	\$1,723	\$ 1,107,905	\$ -	
5			SKAGWAY Total				\$ 289,608	2000
	1	12	TENAKEE	TENAKEE HARBOR	\$1,316	\$ 877,425	\$ -	
5			TENAKEE Total				\$ 51,232	99
	1	10	VALDEZ	SMALL BOAT HARBOR	\$5,114	\$ 3,182,767	\$ -	
35			VALDEZ Total				\$ 1,492,271	2000
	1	12	WHITTIER	WHITTIER BOAT HARBOR	\$10,112	\$ 2,753,397	\$ -	
35			WHITTIER Total				\$ 8,159,509	2001
	1	10	WRANGELL	FISH AND GAME FLOAT	\$1,825	\$ 407,373	\$ -	
	1	10	WRANGELL	INNER HARBOR	\$564	\$ 380,454	\$ -	
	1	10	WRANGELL	RELIANCE HARBOR	\$1,676	\$ 1,031,192	\$ -	
	1	10	WRANGELL	SHOEMAKER BAY HARBOR	\$4,477	\$1,150,421	\$ -	
	1	10	WRANGELL	STANDARD OIL FLOAT	\$245	\$ 142,294	\$ -	
2			WRANGELL Total				\$ 766,263	2003
	1	1	YAKUTAT	YAKUTAT HARBOR	\$868	\$ 578,704	\$ -	
5			YAKUTAT Total				\$ 41,636	2000
			Grand Total				\$ -	
	58				\$127,297,660	\$ 63,142,504	\$ 49,769,046	

Fair to Good Condition

ED	AS	Status Code	Community/ Location	Harbor Facility Name	Inventoried Replacement Value (IRV)	Estimated current in-place value	Program Total to Fair to Good Condition	
2	2	20	BARANOF	BARONOF FLOAT	\$241	\$ 129,224	\$ 187,984	2003
			BARANOF Total				\$ 187,984	
35	2	20	CHENEGA	CHENEGA HARBOR	\$493	\$ 289,688	\$ 145,116	2001
			CHENEGA Total				\$ 145,116	
5	2	20	EDNA BAY	EDNA BAY FLOAT AND GRID	\$181	\$ 122,162	\$ -	
			EDNA BAY Total				\$ -	
5	2	20	ELFIN COVE	ELFIN COVE INNER HARBOR	\$360	\$ 224,861	\$ -	
	2	20	ELFIN COVE	ELFIN COVE OUTER HARBOR	\$231	\$ 146,806	\$ -	
			ELFIN COVE Total				\$ 135,508	2003
	2	20	ENTRANCE ISLAND	ENTRANCE ISLAND FLOAT	\$43	\$ 11,835	\$ -	
			ENTRANCE ISLAND Total				\$ 52,806	200
4	2	20	FUNTER BAY	FUNTER BAY FLOAT	\$52	\$ 17,775	\$ -	
			FUNTER BAY Total				\$ 48,110	200
5	2	20	GUSTAVIS	GUSTAVIS DOCK AND FLOAT	\$1,055	\$ 498,995	\$ -	2003
			GUSTAVIS Total				\$ 1,012,919	
7	2	20	HALIBUT COVE	HALIBUT COVE FLOAT	\$244	\$ 236,619	\$ -	
			HALIBUT COVE Total				\$ 44.5	99
	2	20	HELM BAY	HELM BAY REFUGE FLOAT	\$34	\$ 22,815	\$ -	
			HELM BAY Total				\$ -	
5	2	20	HOLLIS	HOLLIS HARBOR	\$243	\$ 150,257	\$ -	
			HOLLIS Total				\$ 78,448	2003
1	2	20	HYDER	HYDER HARBOR	\$991	\$ 471,366	\$ -	
			HYDER Total				\$ 1,083,231	01
7	2	20	JAKOLOF	JAKOLOF BAY FLOAT	\$102	\$ 76,727	\$ -	99
			JAKOLOF Total				\$ 625	
	2	20	LORING	LORING FLOAT	\$84	\$ 47,430	\$ -	
			LORING Total				\$ -	
1	2	20	MEYERS CHUCK	MEYER CHUCK HARBOR	\$245	\$ 142,844	\$ -	
			MEYERS CHUCK Total				\$ -	
7	2	20	NINILCHIK	NINILCHIK HARBOR	\$81	\$ 39,932	\$ -	
			NINILCHIK Total				\$ 83,463	99

Fair to Good Condition

ED	AS	Status Code	Community/ Location	Harbor Facility Name	Inventoried Replacement Value (IRV)	Estimated current in-place value	Program Total to Fair to Good Condition
5	2	20	POINT BAKER	POINT BAKER FLOAT	\$201	\$ 97,290	\$ -
			POINT BAKER Total				\$ 183,426
5	2	20	PORT PROTECTION	PORT PROTECTION FLOAT	\$116	\$ 78,098	\$ -
			PORT PROTECTION Total				\$ -
	2	20	SWANSON HARBOR	SWANSON HARBOR FLOAT	\$51	\$ 25,785	\$ -
			SWANSON HARBOR Total				\$ 47,602
	2	20	TAKU HARBOR	TAKU HARBOR	\$160	\$ 92,790	\$ -
			TAKU HARBOR Total				\$ -
35	2	20	TATITLEK	TATITLEK DOCK	\$337	\$ 220,845	\$ -
			TATITLEK Total				\$ -
			Grand Total				\$ -
	21				\$5,545,269	\$ 3,144,144	\$ 3,058,612
	3	30	COLD BAY	COLD BAY DOCK	\$2,155	\$ -	
	3	30	CRAIG	CRAIG NORTH HARBOR	\$1,326	\$ -	
	3	30	CRAIG	CRAIG SOUTH HARBOR	\$2,433	\$ -	
	3	30	DILLINGHAM	DILLINGHAM HARBOR	\$250	\$ -	
	3	30	KING COVE	ING COVE SMALL BOAT HARBOR	\$2,651	\$ -	
	3	30	KLAWOCK	KLAWOCK DOCK	\$709	\$ -	
	3	30	OLD HARBOR	OLD HARBOR DOCK	\$499	\$ -	
	3	30	OLD HARBOR	OLD HARBOR FLOAT	\$426	\$ -	
	3	30	SAND POINT	ND POINT SMALL BOAT HARBOR	\$2,899	\$ -	
	3	30	SITKA	CITY (ANB) HARBOR	\$1,015	\$ -	
	3	30	ST. GEORGE	SAINT GEORGE HARBOR	\$11,670	\$ -	
	3	30	ST. PAUL	ST. PAUL HARBOR	\$7,782	\$ -	
	3	30	THORNE BAY	DAVIDSON LANDING AND DOCK	\$73	\$ -	
	3	30	THORNE BAY	THORN BAY CITY HARBOR	\$1,265	\$ -	
	3	30	UNALASKA	UNALASKA BOAT HARBOR	\$760	\$ -	
	3	30	UNALASKA	UNALASKA SPIT DOCK	\$1,933	\$ -	
	16				\$37,845,568		
	95		Total Facility Count		\$170,688,497	\$ 66,286,648	\$ 52,827,659

CITY OF SEWARD

P.O. BOX 167
SEWARD, ALASKA 99664



- Main Office (907) 224-3331
- Police (907) 224-3338
- Harbor (907) 224-3138
- Fire (907) 224-3445
- Fax (907) 224-3248

September 9, 1997

Alaska State Legislature
Deferred Maintenance Task Force
State Capitol
Juneau, Alaska 99801-1182

RE: Deferred Maintenance in Alaska's Harbor System

Ladies and Gentlemen:

Tylan Schrock, assistant to the Seward city manager, briefed me on the public hearing held by the Deferred Maintenance Task Force on August 25, 1997 in Kenai. We feel that it is reasonable to clarify some issues concerning the deferred maintenance and associated costs for the benefit of the statewide harbor system.

In 1976, ADOT Commissioner Harris signed a policy statement setting forth the acceptable criteria for operating state harbor facilities. One of the primary components was a minimum harbor charge of \$8.00 per foot per year to ensure revenues for proper maintenance and operation of the marine transportation system. Unfortunately, very few of the communities heeded the demands of the commissioner. With limited funding and no ability to enforce the policies, the condition of the state's harbors rapidly deteriorated. Then, when ADOT was regionalized in 1986, the Division of Waters and Harbors was deleted, thereby removing all identity of the harbor system from state government. With the loss of the limited—but continuing—revenue source, the deferred maintenance escalated drastically.

By as early as 1987, the State began to promote the concept of transferring the ownership/responsibility of state harbor facilities to their respective communities. Most communities with a traffic flow capable of generating sufficient revenue for operations and maintenance wanted to obtain ownership. However, the existing deferred maintenance was of sufficient magnitude that the cost of repair was far beyond the capability of the communities.

In February of 1990, ADOT/PF Commissioner Hickey appointed a committee to study the on-going and increasing problems in our marine transportation system. The final result of the task force was a document entitled "Sustaining and Developing Alaska's Ports and Harbors." Even though the document met with the approval of all coastal

communities, it combined developmental needs with maintenance problems and the total cost soared to an estimated \$2 billion. The effort was doomed before it got started.

Learning from past mistakes, the coastal communities are now focusing on the maintenance needs of the state's harbors. We all realize that without finding a feasible solution for this growing problem, the deteriorating condition of the harbors will eventually cause them to be non-operational, drastically impacting the local economies, commercial fishing, tourism, and recreational industries statewide.

Seward has been working very closely with state engineers and the Army Corps of Engineers to develop a realistic condition survey of its small boat harbor and to establish the associated maintenance costs. The greatest obstacle for ADOT/PF and the City is to find a maintenance level that can adequately address the problems, yet still be within possible funding limits. The City has been pushing for a return of the harbor to an "as-built" condition, and the State, due to the existing financial reality, was calculating for an ever-changing "acceptable" condition. The differences in semantics as to the degree of required maintenance has resulted in a multiplicity of cost estimates now in circulation.

The "Inventory and Condition Report" dated June 9, 1997 was generated by ADOT/PF, using the Marine Fuel Tax Task Force's concept of using bonds to generate needed revenue and in agreement with the City on a reasonable and acceptable degree of maintenance of Seward's harbor. The cost difference now between ADOT/PF's figure (\$4.9 million) and the City's (\$5.2 million) is approximately \$300,000, which can be easily explained. The gap between our cost estimates represents an allowance (not included in the ADOT report) for the failure of the creosote pilings below the mean lower low water (MLLW) tide line. The pilings are over thirty years old, and numerous failures have occurred in the last several years. However, the exact condition of the pilings from the mud line up to MLLW is unknown.

The result in successfully identifying an adequate funding source to address deferred maintenance in the state's harbors will be that:

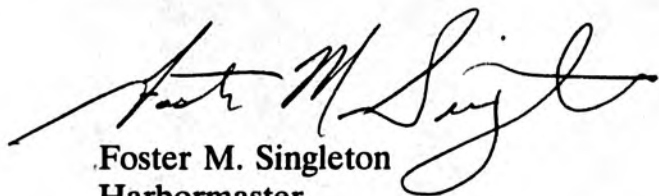
1. Those cities that accept ownership of their harbor facilities will assume all future operational costs and responsibility for their maintenance;
2. The communities will independently initiate aggressive improvements in their harbor programs;
3. The marine transportation system will not further degenerate but will be secure for many years into the future; and

Deferred Maintenance Task Force
September 9, 1997
Page 3

4. The economic future of the coastal communities will retain the ability to survive the activity generated by their harbors.

The State and its cities have been wrestling with this known problem of deferred maintenance in state harbors for twenty years with no success in establishing a solution. We currently have a concept that could address these needs to protect the investment of the citizens of Alaska. If we continue now and in the future to fail in the resolution of this matter, the marine transportation system in Alaska will surely cease to exist as a viable asset for the state.

Sincerely,



Foster M. Singleton
Harbormaster

FMS/bjh

Enc. Inventory and Condition Report, Seward Harbor, prepared by ADOT/PF, dated June 9, 1997

SUMMARY

Seward, Alaska

Seward Small Boat Harbor

Seward Harbor was inspected on April 24-26, 1997. A -1.5 foot low tide occurred at 9:45 a.m. on April 25 and a -1.2 foot tide at 10:30 on April 26. We met with Foster Singleton, harbormaster, and Scott Ranson, deputy harbormaster. The over-all harbor condition was fair.

The ADOT&PF designed a new transient float X which was constructed by harbor staff. The staff also reconstructed main floats A and B; replacing worn timber and floatation billets where needed. Several piles were replaced due to damage by vessels.

A new, privately owned and operated, concrete fuel float is attached to transient float X. A section of the old transient float X is being refurbished to replace the old fuel float (main float S). The old fuel float will be removed and the materials salvaged.

The electrical was replaced and upgraded on main floats B and C. Electrical panels on the remaining floats are badly rusted and are in need of repair or replacement. These units should be upgraded to a minimum of 30 amp service.

The floatation on main float E which provides access to the cruise boats is inadequate; according to the harbor staff, the deck of the float goes awash under peak tourist loading.

The tidal grid was buried following a flooding incident; this was approved by ADOT&PF. The harbormaster indicated that this area was scheduled for improvement next summer to create area for upland parking.

Two new launch ramps with three launch ramp floats were constructed in the northeast corner of the basin. There is a pump-out facility on one of these floats.

The end pile of launch float 1 was missing as evidenced by an empty pile guide. Two piles on the seaplane float did not have any pile guides holding them to the float. The seaplane float does not have sufficient freeboard.

Insufficient uplands for parking continues to be a critical issue to the harbor.

While in Seward, the proposed sites for expansion of the harbor were viewed. The new Seward Marine Facility and Seward Marine Industrial Center were also toured.

The inspection was performed by Ruth Carter and Harvey Smith.

SEWARD SMALL BOAT HARBOR

	Condition	Inventory Replacement Value	Depreciated Value	
PAILED	1 Total	\$ 59,300	\$0	
POOR	2 Total	\$ 166,780	\$37,526	
FAIR	3 Total	\$ 3,060,955	\$1,377,430	
GOOD	4 Total	\$ 4,043,751	\$2,729,532	
NEW	5 Total	\$ 915,430	\$823,887	
	Grand Tot	\$ 8,246,216	\$4,968,374	\$ 3,277.8

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 1 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
***** Approach & Gangway 1 *****											
D17	Decking (for fixed structures)	wood	12 ft(wide) X	65 ft(long)			65	lin ft	Good (4)	1/01/65	
D41	Railing	wood					130	lin ft	Good (4)	1/01/65	
H11	Abutment	wood					1	each	Good (4)	1/01/65	
H15	Piling	wood with creosote	14 in dia				14	each	Good (4)	1/01/65	
H16	Cross Braces	wood with creosote					1	each	Failed (1)	1/01/65	Hanging by one bolt.
H16	Cross Braces	wood with creosote					11	each	Fair (3)	1/01/65	
H17	Support Structure	wood with creosote			780 sq ft		1	each	Fair (3)	1/01/65	
H18	Gangway Deck/Skid	galvanized steel	6 ft(wide)	50 ft(long)			1	each	Good (4)	1/01/65	
H19	Gangway Hinge (top)	galvanized steel					2	each	Good (4)	1/01/65	
H20	Gangway Railing	galvanized steel					100	lin ft	Fair (3)	1/01/65	Girts should be raised.
H21	Gangway Support Structure	galvanized steel			300 sq ft		1	each	Good (4)	1/01/65	
H22	Gangway Toe (bottom)	galvanized steel					1	each	Good (4)	1/01/65	2 skids.
H99	Component - Other (see comments)	wood					2	each	Good (4)	1/01/65	Fish cleaning table are cantilevered on both sides of approach, covered.
***** Approach & Gangway 2 *****											
D17	Decking (for fixed structures)	wood	12 ft(wide) X	65 ft(long)			65	lin ft	Good (4)	1/01/93	
D41	Railing	wood					130	lin ft	Good (4)	1/01/93	
H11	Abutment	wood with creosote					1	each	Good (4)	1/01/93	
H15	Piling	wood with creosote	12 in dia				10	each	Good (4)	1/01/93	
H16	Cross Braces	wood with creosote					12	each	Good (4)	1/01/93	
H17	Support Structure	wood with creosote			780 sq ft		1	each	Good (4)	1/01/93	
H18	Gangway Deck/Skid	galvanized steel	8 ft(wide)	50 ft(long)			1	each	Fair (3)	1/01/93	Gangway width includes 2' walkway with it's own railing and a standard 4' section with freight slide and walkway.

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 1

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 2 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
***** Approach & Gangway 2 *****											
H19	Gangway Hinge (top)	galvanized steel					2	each	Good (4)	1/01/93	
H20	Gangway Railing	galvanized steel					150	lin ft	Good (4)	1/01/93	Girts in poor condition.
H21	Gangway Support Structure	galvanized steel			400 sq ft		1	each	Good (4)	1/01/93	
H22	Gangway Toe (bottom)	galvanized steel					1	each	Good (4)	1/01/93	Three skids.
***** Approach & Gangway 3 *****											
D17	Decking (for fixed structures)	wood	12 ft(wide) X		85 ft(long)		85	lin ft	Fair (3)	1/01/70	
D41	Railing	wood					170	lin ft	Fair (3)	1/01/70	
H11	Abutment	wood					1	each	Fair (3)	1/01/70	
H15	Piling	wood with creosote	10 in dia				12	each	Good (4)	1/01/70	
H16	Cross Braces	wood with creosote					1	each	Failed (1)	1/01/70	missing.
H16	Cross Braces	wood with creosote					11	each	Fair (3)	1/01/70	
H17	Support Structure	wood with creosote			1020 sq ft		1	each	Fair (3)	1/01/70	
H18	Gangway Deck/Skid	galvanized steel	6 ft(wide)		52 ft(long)		1	each	Good (4)	1/01/70	
H19	Gangway Hinge (top)	galvanized steel					2	each	Good (4)	1/01/70	
H20	Gangway Railing	galvanized steel					104	lin ft	Poor (2)	1/01/70	
H21	Gangway Support Structure	galvanized steel			312 sq ft		1	each	Fair (3)	1/01/70	
H22	Gangway Toe (bottom)	galvanized steel					1	each	Fair (3)	1/01/70	skid
***** Approach & Gangway 4 *****											
D17	Decking (for fixed structures)	steel	8 ft(wide) X		34 ft(long)		34	lin ft	Good (4)		4' x 34' steel grate deck for fish cleaning stations on either side of approach deck. Supplied with water. Tables for fish cleaning.
D17	Decking (for fixed structures)	wood	12 ft(wide) X		60 ft(long)		60	lin ft	Good (4)	1/01/73	
D41	Railing	wood					68	lin ft	Good (4)	1/01/73	

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 2

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 3 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
***** Approach & Gangway 4 *****											
H11	Abutment	wood					1	each	Fair (3)	1/01/73	
H15	Piling	wood with creosote	10 in dia				10	each	Good (4)	1/01/73	
H16	Cross Braces	wood					1	each	Failed (1)	1/01/73	missing
H16	Cross Braces	wood					11	each	Fair (3)	1/01/73	
H17	Support Structure	wood with creosote			992 sq ft		1	each	Good (4)	1/01/73	
H18	Gangway Deck/Skid	galvanized steel	6 ft(wide)		50 ft(long)		1	each	Good (4)	1/01/73	Steel grate is very slick.
H19	Gangway Hinge (top)	galvanized steel					2	each	Good (4)	1/01/73	
H20	Gangway Railing	galvanized steel					100	lin ft	Good (4)	1/01/73	
H21	Gangway Support Structure	galvanized steel			300 sq ft		1	each	Good (4)	1/01/73	
H22	Gangway Toe (bottom)	galvanized steel					1	each	Good (4)	1/01/73	skid
H78	Utilities - Power System (general)	Other (see comments)			992 sq ft		1	each	Poor (2)		
H81	Utilities - Water System (general)	steel/plastic			sq ft		1	each	Good (4)	1/01/73	Water system to fish cleaning stations.
H99	Component - Other (see comments)	galvanized steel					2	each	Good (4)	1/01/73	Support structure for fish cleaning stations cantilevered off approach structure.
***** Approach & Gangway 5 *****											
D17	Decking (for fixed structures)	wood	6 ft(wide) X		50 ft(long)		50	lin ft	Good (4)	1/01/78	
D41	Railing	galvanized steel					100	lin ft	Good (4)	1/01/78	
H11	Abutment	concrete					1	each	Good (4)	1/01/78	
H15	Piling	galvanized steel	8 in dia				2	each	Good (4)	1/01/78	
H17	Support Structure	galvanized steel			300 sq ft		1	each	Good (4)	1/01/78	
H18	Gangway Deck/Skid	galvanized steel	6 ft(wide)		50 ft(long)		1	each	Good (4)	1/01/78	
H19	Gangway Hinge (top)	galvanized steel					2	each	Good (4)	1/01/78	
H20	Gangway Railing	galvanized steel					100	lin ft	Poor (2)	1/01/78	Buckled

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 3

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 4 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
***** Approach & Gangway 5 *****											
H21	Gangway Support Structure	galvanized steel			300 sq ft		1 each		Good (4)	1/01/78	
H22	Gangway Toe (bottom)	galvanized steel					1 each		Good (4)	1/01/78	skid
H78	Utilities - Power System (general)	galvanized steel			sq ft		1 each		Good (4)	1/01/78	electrical box on approach deck
H99	Component - Other (see comments)	galvanized steel					1 each		New (5)	9/01/95	Galvanized steel channels attached to bottom of gangway and approach structure; utilities for fuel float hung cantilevered off north side of structures on channels. Gangway not
***** Approach & Gangway 6 *****											
D17	Decking (for fixed structures)	wood	6 ft(wide) X		24 ft(long)		24 lin ft		Fair (3)		(to old fuel float)
D41	Railing	wood					48 lin ft		Fair (3)		
H11	Abutment	concrete					1 each		Good (4)		
H15	Piling	wood with creosote	12 in dia				2 each		Good (4)		
H16	Cross Braces	wood with creosote					2 each		Failed (1)		
H16	Cross Braces	wood with creosote					4 each		Fair (3)		
H17	Support Structure	wood			144 sq ft		1 each		Fair (3)		
H18	Gangway Deck/Skid	steel/wood	6 ft(wide)		50 ft(long)		1 each		Fair (3)		Wood wrapped in 1/2" wire mesh.
H19	Gangway Hinge (top)	galvanized steel					2 each		Fair (3)		
H20	Gangway Railing	galvanized steel					100 lin ft		Fair (3)		
H21	Gangway Support Structure	galvanized steel			300 sq ft		1 each		Good (4)		
H22	Gangway Toe (bottom)	galvanized steel					1 each		Good (4)		2 skids
***** Approach & Gangway 7 *****											
H11	Abutment	wood with creosote					0 each		Good (4)		Shares timber abutment with A&G 2; additional support from two steel piles and H beam.
H18	Gangway Deck/Skid	wood	4 ft(wide)		110 ft(long)		1 each		New (5)	9/30/92	

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 4

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 5 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Approach & Gangway 7	*****									
H19	Gangway Hinge (top)	aluminum					2	each	New (5)	9/30/92	
H20	Gangway Railing	aluminum					220	lin ft	New (5)	9/30/92	
H21	Gangway Support Structure	aluminum			440 sq ft		1	each	New (5)	9/30/92	
H22	Gangway Toe (bottom)	steel					1	each	New (5)	9/30/92	Steel pipe guide rails (10' long) on gangway support float (GF 7).
H22	Gangway Toe (bottom)	Other (see comments)					1	each	New (5)	9/30/92	UHMW and steel.
*****	Boat Lift	*****									
D22	Fendering System	wood with creosote					600	lin ft	Fair (3)	1/01/68	Comprised of 62 - 12" piles; two 12" steel piles on face.
D23	Bollards/Cleats	steel					16	each	Fair (3)	1/01/68	
D40	Ladders	steel					11	each	Fair (3)	1/01/68	Safety ladders do not reach the water surface at a low tide. Camels preclude access to some ladders.
D42	Life Rings or Equivalent	plastic					1	each	Fair (3)	1/01/68	
D50	Cargo Hoist	steel	2 tons				1	each	Fair (3)		Deck mounted.
D50	Cargo Hoist	steel	50 tons				1	each	Good (4)	1/01/68	boat lift, on wheels
H11	Abutment	wood					1	each	Good (4)	1/01/68	
H15	Piling	wood with creosote	14 in dia				120	each	Good (4)	1/01/68	
H16	Cross Braces	wood with creosote					48	each	Good (4)	1/01/68	
H44	Lift Deck	wood					14393	sq ft	Good (4)	1/01/68	14393 square feet; running surface for boat lift worn. Bullrail in fair to failed condition.
H77	Utilities-Light Distribution System	galvanized steel			14393 sq ft		1	each	Fair (3)	1/01/90	
H78	Utilities - Power System (general)				14393 sq ft		1	each	Fair (3)	1/01/92	
H81	Utilities - Water System (general)				sq ft		1	each	Fair (3)	1/01/68	
*****	Dock (Pier)	*****									
D17	Decking (for fixed structures)	wood	36 ft(wide) X		456 ft(long)		456	lin ft	Good (4)	1/01/68	16416 square feet; Bullrail weathered - in fair to poor condition.

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 5

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 6 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
***** Dock (Pier) *****											
D22	Fendering System	wood with creosote					700	lin ft	Fair (3)	1/01/68	Comprised of 200 12" dia piles. Five pile bundle pulled off one corner - will be replaced by harbor staff.
D23	Bollards/Cleats	steel					36	each	Fair (3)	1/01/68	
D40	Ladders	steel					3	each	Poor (2)	1/01/68	Safety ladders do not reach water surface at low tide.
D40	Ladders	steel					13	each	Fair (3)	1/01/68	Safety ladders do not reach water surface at low tide.
D50	Cargo Hoist	steel	1 tons				1	each	Good (4)	1/01/68	
H11	Abutment	wood					1	each	Good (4)	1/01/68	
H15	Piling	wood with creosote	12 in dia				256	each	Good (4)	1/01/68	
H16	Cross Braces	wood with creosote					18	each	Fair (3)	1/01/68	
H77	Utilities-Light Distribution System	galvanized steel			16416 sq ft		1	each	Fair (3)	1/01/68	
H78	Utilities - Power System (general)				16416 sq ft		1	each	Fair (3)	1/01/68	
H81	Utilities - Water System (general)				16416 sq ft		1	each	Fair (3)	1/01/68	
H83	Utility System -Other(see comments)						1	other	Good (4)	1/01/68	telephone
H93	Fire - Hydrant System (general)				16416 sq ft		1	each	Good (4)	1/01/68	
H99	Component - Other (see comments)	galvanized steel					1	each	Good (4)		Sheet metal prefab. office building for fuel vendor. Also two locked metal sheds for dispensing fuel.
***** Gangway Float 5 *****											
H15	Piling	galvanized steel	16 in dia				2	each	New (5)	9/30/96	
H27	Float Structure (Deck)	wood	12 ft(wide)	50 ft(long)			50	lin ft	New (5)	9/30/96	ADOT&PF design; constructed by harbor personnel.
H32A	Pile Guides (Standard)	galvanized steel					2	each	New (5)	9/30/96	Galvanized steel with UHMW liner.
***** Gangway Float 7 *****											
H27	Float Structure (Deck)	concrete	12 ft(wide)	16 ft(long)			16	lin ft	New (5)	9/30/92	
H29A	Float Hinges (Standard)	steel					2	each	New (5)	9/30/92	
***** Gangway Float X *****											

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 6

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 7 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item		Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Gangway Float	X	*****									*****
H15	Piling		galvanized steel	16 in dia				2 each	New	(5)	6/01/96	
H27	Float Structure (Deck)		wood	15 ft(wide)		50 ft(long)		50 lin ft	New	(5)	6/01/96	Timber treated with ACZA; constructed by harbor staff. Designed by ADOT&PF southeast design section.
H32A	Pile Guides (Standard)		galvanized steel					2 each	New	(5)	6/01/96	Steel ring pile guides with UHMW poly liners.
*****	Launch Ramp	1	*****									*****
H15	Piling		wood with creosote	12 in dia				1 each	Failed	(1)	1/01/86	End pile is missing.
H15	Piling		wood with creosote	12 in dia				1 each	Good	(4)	1/01/86	
H29A	Float Hinges (Standard)		galvanized steel					8 each	Poor	(2)	1/01/86	Double shear connections with single pins.
H29A	Float Hinges (Standard)		galvanized steel					10 each	Fair	(3)	1/01/86	
H32A	Pile Guides (Standard)		galvanized steel					2 each	Fair	(3)	1/01/86	Pile guides
H60	Ramp Length		concrete	12 ft(wide)		175 ft(long)		175 lin ft	Good	(4)	1/01/86	On an 11% grade.
H61	Ramp Float		wood	6 ft(wide)		175 ft(long)		175 each	Fair	(3)	1/01/86	
*****	Launch Ramp	2	*****									*****
H15	Piling		wood with creosote	12 in dia				4 each	Good	(4)	1/01/86	
H29A	Float Hinges (Standard)		galvanized steel					10 each	Poor	(2)	1/01/86	
H29A	Float Hinges (Standard)		galvanized steel					8 each	Fair	(3)	1/01/86	
H32A	Pile Guides (Standard)		galvanized steel					4 each	Fair	(3)	1/01/86	
H60	Ramp Length		concrete	15 ft(wide)		175 ft(long)		175 lin ft	Good	(4)	1/01/86	
H61	Ramp Float		wood	8 ft(wide)		200 ft(long)		200 each	Fair	(3)	1/01/86	
*****	Launch Ramp	3	*****									*****
H15	Piling		wood with creosote	12 in dia				1 each	Good	(4)	1/01/86	Launch ramp float 3
H29A	Float Hinges (Standard)		galvanized steel					18 each	Fair	(3)	1/01/86	Hinges
H32A	Pile Guides (Standard)		galvanized steel					1 each	Fair	(3)	1/01/86	Pile guide

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 7

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 8 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item		Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Launch Ramp	3	*****									*****
H60	Ramp Length		concrete	15 ft(wide)		175 ft(long)		175	lin ft	Good (4)	1/01/86	
H61	Ramp Float		wood	8 ft(wide)		160 ft(long)		1	each	Fair (3)	1/01/86	
H61	Ramp Float		wood	16 ft(wide)		20 ft(long)		20	each	Good (4)	1/01/86	16x20 float on end of launch ramp 3; used for handicap access.
*****	Launch Ramp	4	*****									*****
H60	Ramp Length		concrete	12 ft(wide)		175 ft(long)		175	lin ft	Good (4)	1/01/94	
*****	Launch Ramp	5	*****									*****
H60	Ramp Length		concrete	20 ft(wide)		200 ft(long)		200	lin ft	New (5)	6/01/95	New launch ramp near transient float X.
*****	Launch Ramp	5A	*****									*****
H11	Abutment		concrete					1	each	New (5)	6/01/95	6' x 15' concrete abutment for launch ramp float.
H15	Piling		galvanized steel	12 in dia				1	each	Failed (1)	6/01/95	Pile missing at pump out.
H15	Piling		galvanized steel	12 in dia				3	each	New (5)	6/01/95	
H32A	Pile Guides (Standard)		galvanized steel					4	each	New (5)	6/01/95	External steel hoops.
H61	Ramp Float		wood	6 ft(wide)		180 ft(long)		1	each	New (5)	6/01/95	Plus a 10' x 20' foot float for pumpout.
H99	Component - Other (see comments)		Other (see comments)					1	each	New (5)	6/01/95	Pump out on end of float.
*****	Launch Ramp	5B	*****									*****
H11	Abutment		concrete					1	each	New (5)	6/01/95	6' x 15' concrete abutment for launch ramp float.
H15	Piling		galvanized steel	12 in dia				4	each	New (5)	6/01/95	
H32A	Pile Guides (Standard)		galvanized steel					4	each	New (5)	6/01/95	Internal pile guides.
H61	Ramp Float		wood	6 ft(wide)		180 ft(long)		1	each	New (5)	6/01/95	Float is wood with ACZA. Middle float between launch ramps 5 and 6 near transient float X.
*****	Launch Ramp	6	*****									*****
H11	Abutment		concrete					1	each	New (5)	6/01/95	6' x 15' concrete abutment for launch ramp float.
H15	Piling		galvanized steel	12 in dia				4	each	New (5)	6/01/95	

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 8

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 9 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Launch Ramp	6	*****								*****
H32A	Pile Guides (Standard)	galvanized steel					4	each	New (5)	6/01/95	External steel hoops.
H60	Ramp Length	concrete	20 ft(wide)		200 ft(long)		200	lin ft	New (5)	6/01/95	New launch ramp near transient float X. Ramp at 13% grade (old ramps 1-4 at 11%).
H61	Ramp Float	wood	6 ft(wide)		180 ft(long)		1	each	New (5)	6/01/95	Float is wood with ACZA. Adjacent to transient float X.
*****	Main Float	A	*****								*****
H15	Piling	wood with creosote	12 in dia				15	each	Good (4)	1/01/65	
H27	Float Structure (Deck)	wood	6 ft(wide)		362 ft(long)		362	lin ft	Fair (3)	1/01/65	Main floats A and B were completely rehab'd in 1996 by harbor staff.
H29A	Float Hinges (Standard)	galvanized steel					2	each	Good (4)	1/01/65	
H32A	Pile Guides (Standard)	galvanized steel					15	each	Fair (3)	1/01/65	
H35	Finger (or Stall) Floats	wood	3 ft(wide)		23 ft(long)		28	each	Fair (3)	1/01/65	rigidly connected
H77	Utilities-Light Distribution System				4104 sq ft		1	each	Fair (3)	1/01/65	
H81A	Utilities - Water System (floats)				28 fingers		1	each	Fair (3)	1/01/65	
H93A	Fire - Hydrant System (floats)				28 fingers		1	each	Fair (3)	1/01/65	
H97	Fire Protection - Other (see comm.)	galvanized steel					2		Fair (3)	1/01/65	fire breaks
*****	Main Float	B	*****								*****
H15	Piling	wood with creosote	12 in dia				38	each	Good (4)	1/01/65	
H27	Float Structure (Deck)	concrete	8 ft(wide)		20 ft(long)		20	lin ft	Poor (2)	1/01/92	20' section is bolted to end of wooden section - no residual floatation; only 8" freeboard. Connection is sinking end of wooden float MF-B.
H27	Float Structure (Deck)	wood	10 ft(wide)		462 ft(long)		462	lin ft	Fair (3)	1/01/65	Entire wooden float rehab'd in 1997 by harbor staff.
H32B	Pile Guides (Heavy Duty)	wood					38	each	Fair (3)	1/01/65	
H35	Finger (or Stall) Floats	wood	4 ft(wide)		32 ft(long)		26	each	Fair (3)	1/01/65	
H38A	Finger Float Hinges (Standard)	galvanized steel					52	each	Fair (3)	1/01/65	

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 9

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 10 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Main Float	B	*****								
H77	Utilities-Light Distribution System				8108 sq ft		1	each	New (5)	9/30/96	Redundant system. Old lights on standards in fair condition plus new low-level lights on electrical pedestals.
H78A	Utilities - Power System (floats)				26 fingers		1	each	New (5)	9/30/96	
H81A	Utilities - Water System (floats)				26 fingers		1	each	Good (4)		
H93A	Fire - Hydrant System (floats)				26 fingers		1	each	Good (4)	1/01/65	
H97	Fire Protection - Other (see comm.) galvanized steel						2		Fair (3)	1/01/65	fire breaks
*****	Main Float	C	*****								
H15	Piling	wood with creosote	12 in dia				43	each	Good (4)	1/01/65	
H27	Float Structure (Deck)	wood	10 ft(wide)		500 ft(long)		500	lin ft	Fair (3)	1/01/65	
H29A	Float Hinges (Standard)	galvanized steel					2	each	Good (4)	1/01/65	
H32A	Pile Guides (Standard)	wood					43	each	Fair (3)	1/01/65	
H35	Finger (or Stall) Floats	wood	4 ft(wide)		32 ft(long)		30	each	Fair (3)	1/01/65	
H38A	Finger Float Hinges (Standard)	galvanized steel					60	each	Fair (3)	1/01/65	
H77	Utilities-Light Distribution System				8840 sq ft		1	each	New (5)	9/30/96	Redundant light system. Old system on light standards plus low-level lighting on new power pedestals.
H78A	Utilities - Power System (floats)				30 fingers		1	each	New (5)	9/30/96	New power pedestals.
H81A	Utilities - Water System (floats)				30 fingers		1	each	Good (4)		
H93A	Fire - Hydrant System (floats)				30 fingers		1	each	Good (4)	1/01/65	
H97	Fire Protection - Other (see comm.) galvanized steel						2		Fair (3)	1/01/65	fire breaks
*****	Main Float	D	*****								
H15	Piling	wood with creosote	12 in dia				43	each	Good (4)	1/01/68	
H27	Float Structure (Deck)	wood	10 ft(wide)		600 ft(long)		600	lin ft	Fair (3)	1/01/68	Gangway #2 lands on shore end, opposite end has sea plane float, flotation shows deterioration, float lists to alternating sides.

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 10

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 11 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Main Float	D	*****								
H32A	Pile Guides (Standard)	wood					43	each	Fair (3)	1/01/68	
H35	Finger (or Stall) Floats	wood	4 ft(wide)		40 ft(long)		6	each	Poor (2)	1/01/68	Poor floatation.
H35	Finger (or Stall) Floats	wood	4 ft(wide)		40 ft(long)		22	each	Fair (3)	1/01/68	
H38A	Finger Float Hinges (Standard)	galvanized steel					56	each	Fair (3)	1/01/68	
H77	Utilities-Light Distribution System				10480 sq ft		1	each	Fair (3)	1/01/68	
H78A	Utilities - Power System (floats)				28 fingers		1	each	Poor (2)	1/01/68	Panels severely corroded. Boaters indicated harbor is very hot. Wiring exposed.
H81A	Utilities - Water System (floats)				28 fingers		1	each	Good (4)	1/01/68	
H93A	Fire - Hydrant System (floats)				28 fingers		1	each	Good (4)	1/01/68	
H97	Fire Protection - Other (see comm.)	galvanized steel					2		Fair (3)	1/01/68	fire breaks
*****	Main Float	E	*****								
H15	Piling	galvanized steel	12 in dia				4	each	Good (4)	1/01/68	
H15	Piling	wood with creosote	12 in dia				79	each	Good (4)	1/01/68	
H27	Float Structure (Deck)	wood	10 ft(wide)		650 ft(long)		650	lin ft	Fair (3)	1/01/68	
H29A	Float Hinges (Standard)	galvanized steel					2	each	Good (4)	1/01/68	
H32A	Pile Guides (Standard)	wood					64	each	Fair (3)	1/01/68	
H35	Finger (or Stall) Floats	wood	6 ft(wide)		50 ft(long)		11	each	Fair (3)	1/01/68	
H35	Finger (or Stall) Floats	wood	6 ft(wide)		75 ft(long)		2	each	Poor (2)	1/01/68	Flotation, floats list badly.
H35	Finger (or Stall) Floats	wood	6 ft(wide)		75 ft(long)		7	each	Fair (3)		Tour boat floats are privately maintained.
H38A	Finger Float Hinges (Standard)	galvanized steel					22	each	Fair (3)	1/01/68	
H38A	Finger Float Hinges (Standard)	galvanized steel					6	each	Good (4)	1/01/68	
H77	Utilities-Light Distribution System				13850 sq ft		1	each	Good (4)	1/01/68	
H78A	Utilities - Power System (floats)				20 fingers		1	each	Poor (2)	1/01/68	

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 11

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 12 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Main Float	E	*****								
H81A	Utilities - Water System (floats)				20 fingers		1 each		Good (4)	1/01/68	
H93A	Fire - Hydrant System (floats)				20 fingers		1 each		Good (4)	1/01/68	
H97	Fire Protection - Other (see comm.)	galvanized steel					2		Fair (3)	1/01/68	Fire breaks
*****	Main Float	F	*****								
H15	Piling	wood with creosote	12 in dia				37 each		Good (4)	1/01/70	
H27	Float Structure (Deck)	wood	10 ft(wide)		650 ft(long)		650 lin ft		Fair (3)	1/01/70	
H32A	Pile Guides (Standard)	wood					37 each		Fair (3)	1/01/70	
H35	Finger (or Stall) Floats	wood	6 ft(wide)		50 ft(long)		3 each		Poor (2)	1/01/70	
H35	Finger (or Stall) Floats	wood	6 ft(wide)		50 ft(long)		8 each		Fair (3)	1/01/70	
H38A	Finger Float Hinges (Standard)	galvanized steel					22 each		Good (4)	1/01/70	
H77	Utilities-Light Distribution System	galvanized steel			9800 sq ft		1 each		Good (4)	1/01/70	
H78A	Utilities - Power System (floats)				11 fingers		1 each		Poor (2)	1/01/70	Power distribution box sinking main float. Need additional floatation.
H81A	Utilities - Water System (floats)	galvanized steel			11 fingers		1 each		Good (4)	1/01/70	
H97	Fire Protection - Other (see comm.)	galvanized steel					1		Good (4)	1/01/70	Fire break.
*****	Main Float	H	*****								
H15	Piling	wood with creosote	10 in dia				45 each		Good (4)	1/01/70	
H27	Float Structure (Deck)	wood	8 ft(wide)		575 ft(long)		575 lin ft		Fair (3)	1/01/70	Listing on both sides along length of float, slightly bent, weathered. 3' of bullrail split within 2' of M G.
H29A	Float Hinges (Standard)	galvanized steel					2 each		Good (4)	1/01/70	
H32A	Pile Guides (Standard)	galvanized steel					45 each		Good (4)	1/01/70	Loops.
H35	Finger (or Stall) Floats	wood	3 ft(wide)		40 ft(long)		30 each		Fair (3)	1/01/70	
H38A	Finger Float Hinges (Standard)	galvanized steel					60 each		Good (4)	1/01/70	

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 12

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 13 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Main Float	H	*****								*****
H77	Utilities-Light Distribution System	galvanized steel			8500 sq ft		1	each	Good (4)	1/01/70	
H78A	Utilities - Power System (floats)				30 fingers		1	each	Poor (2)	1/01/70	
H81A	Utilities - Water System (floats)	galvanized steel			30 fingers		1	each	Good (4)	1/01/70	
H97	Fire Protection - Other (see comm.)	galvanized steel					1		Good (4)	1/01/70	Fire valve
*****	Main Float	J	*****								*****
H15	Piling	wood with creosote	10 in dia				13	each	Good (4)	1/01/73	
H27	Float Structure (Deck)	wood	8 ft(wide)		360 ft(long)		360	lin ft	Fair (3)	1/01/73	
H32A	Pile Guides (Standard)	galvanized steel					13	each	Good (4)	1/01/73	Loops
H35	Finger (or Stall) Floats	wood	4 ft(wide)		31 ft(long)		22	each	Good (4)	1/01/73	
H77	Utilities-Light Distribution System	galvanized steel			5267 sq ft		1	each	Good (4)	1/01/73	
H81A	Utilities - Water System (floats)	galvanized steel			22 fingers		1	each	Good (4)	1/01/73	
H83	Utility System -Other(see comments)						1	other	Good (4)	1/01/73	Phone.
H97	Fire Protection - Other (see comm.)	galvanized steel					2		Good (4)	1/01/73	Fire break, 6' X 10'
*****	Main Float	K	*****								*****
H15	Piling	wood with creosote	10 in dia				12	each	Good (4)	1/01/73	
H27	Float Structure (Deck)	wood	10 ft(wide)		325 ft(long)		325	lin ft	Fair (3)	1/01/73	
H29A	Float Hinges (Standard)	galvanized steel					2	each	Good (4)	1/01/73	
H32A	Pile Guides (Standard)	wood					12	each	Good (4)	1/01/73	
H77	Utilities-Light Distribution System	galvanized steel			3250 sq ft		1	each	Good (4)	1/01/73	
H81A	Utilities - Water System (floats)	galvanized steel			0 fingers		1	each	Good (4)	1/01/73	
H97	Fire Protection - Other (see comm.)	galvanized steel					2		Good (4)	1/01/73	Fire break, 6' X 10'
*****	Main Float	L	*****								*****
H15	Piling	wood with creosote	10 in dia				4	each	Good (4)	1/01/73	

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 13

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 14 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Main Float	L	*****								
H27	Float Structure (Deck)	wood	10 ft(wide)		125 ft(long)		125	lin ft	Fair (3)	1/01/73	
H29A	Float Hinges (Standard)	galvanized steel					2	each	Good (4)	1/01/73	
H32A	Pile Guides (Standard)	wood					4	each	Good (4)	1/01/73	
H77	Utilities-Light Distribution System	galvanized steel			1250 sq ft		1	each	Good (4)	1/01/73	
H81A	Utilities - Water System (floats)	galvanized steel			0 fingers		1	each	Good (4)	1/01/73	
H97	Fire Protection - Other (see comm.)	galvanized steel					1		Good (4)	1/01/73	Fire break, 6' x 10'
*****	Main Float	S	*****								
H15	Piling	wood with creosote	12 in dia				9	each	Good (4)	1/01/68	Fuel moved to MF-X in 1995.
H27	Float Structure (Deck)	wood	6 ft(wide)		237 ft(long)		237	lin ft	Fair (3)		Attached to old fuel float.
H27	Float Structure (Deck)	wood	16 ft(wide)		135 ft(long)		135	lin ft	Failed (1)	1/01/68	Previously fuel float but has been abandoned and is scheduled for replacement. Currently provides access to MF-S (per harbormaster 1997).
H32A	Pile Guides (Standard)	wood					9	each	Fair (3)	1/01/68	
H35	Finger (or Stall) Floats	wood	3 ft(wide)		17 ft(long)		20	each	Fair (3)	1/01/68	Fingers are rigidly connected.
H77	Utilities-Light Distribution System				4602 sq ft		1	each	Fair (3)	1/01/68	
H81A	Utilities - Water System (floats)				20 fingers		1	each	Fair (3)	1/01/68	
H94	Fire Protection - Extinguishers			lbs/each			1	each	Good (4)	1/01/68	
H97	Fire Protection - Other (see comm.)	galvanized steel					1		Fair (3)	1/01/68	Fire break.
H99	Component - Other (see comments)	wood					2	each	Good (4)	1/01/68	Formerly two fuel houses, 8' X 20'; 4 unleaded and 2 diesel pumps; no longer in service. Scheduled for replacement.
*****	Marginal Float	G1	*****								
H15	Piling	wood with creosote	12 in dia				13	each	Fair (3)	1/01/68	
H15	Piling	galvanized steel	16 in dia				2	each	Fair (3)	1/01/68	

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 14

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 15 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Marginal Float	G1	*****								
H27	Float Structure (Deck)	wood	10 ft(wide)		660 ft(long)		660	lin ft	Fair (3)	1/01/68	
H29A	Float Hinges (Standard)	galvanized steel					8	each	Good (4)	1/01/68	
H32A	Pile Guides (Standard)	wood					15	each	Fair (3)	1/01/68	
H35	Finger (or Stall) Floats	wood	3 ft(wide)		16 ft(long)		20	each	Fair (3)	1/01/68	Rigidly connected.
H81A	Utilities - Water System (floats)				20 fingers		1	each	Good (4)	1/01/68	
H93A	Fire - Hydrant System (floats)				20 fingers		1	each	Good (4)	1/01/68	
H94	Fire Protection - Extinguishers			lbs/each			1	each	Good (4)	1/01/68	
H97	Fire Protection - Other (see comm.)	galvanized steel					2		Fair (3)	1/01/68	Fire breaks
*****	Marginal Float	G2	*****								
H15	Piling	wood with creosote	10 in dia				17	each	Good (4)	1/01/70	
H27	Float Structure (Deck)	wood	8 ft(wide)		275 ft(long)		275	lin ft	Fair (3)	1/01/70	
H29A	Float Hinges (Standard)	galvanized steel					6	each	Good (4)	1/01/70	
H32A	Pile Guides (Standard)	galvanized steel					17	each	Fair (3)	1/01/70	Loops
H35	Finger (or Stall) Floats	wood	3 ft(wide)		17 ft(long)		25	each	Fair (3)	1/01/70	
H77	Utilities-Light Distribution System	galvanized steel			3369 sq ft		1	each	Good (4)	1/01/70	
H94	Fire Protection - Extinguishers			lbs/each			1	each	Good (4)	1/01/70	Chemical fire extinguisher
H97	Fire Protection - Other (see comm.)	galvanized steel					1		Good (4)	1/01/70	Fire valve
*****	Seaplane Float		*****								
H15	Piling	wood with creosote	14 in dia				2	each	Good (4)		
H27	Float Structure (Deck)	wood	24 ft(wide)		36 ft(long)		36	lin ft	Fair (3)		
H29A	Float Hinges (Standard)	galvanized steel					2	each	Poor (2)		
H32A	Pile Guides (Standard)						2	each	Failed (1)		Pile guides missing.
*****	Transient Float	X	*****								

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 15

Seward Harbor
Seward
Central Region

INVENTORY AND CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 16 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Transient Float	X	*****								
H15	Piling	galvanized steel	16 in dia				32	each	New	(5)	6/01/96
H27	Float Structure (Deck)	wood	15 ft(wide)		750 ft(long)		750	lin ft	New	(5)	6/01/96 ACZA treated timber deck, foam billet floatation.
H29A	Float Hinges (Standard)	galvanized steel					3	each	New	(5)	6/01/96 Standard double shear hinges.
H32A	Pile Guides (Standard)	galvanized steel					32	each	New	(5)	6/01/96 Galvanized steel rings with UHMW poly liners.
H81	Utilities - Water System (general)	Other (see comments)			11250 sq ft		1	each	New	(5)	6/01/96 Water and fuel lines to private fuel float on transient float.
H94	Fire Protection - Extinguishers	Other (see comments)	lbs/each				1	each	Good	(4)	6/01/96 Cart on wheels; pump jammed into housing; door impinges on tiedown.
H99	Component - Other (see comments)	galvanized steel					1	each	New	(5)	6/01/96 Six inch diameter steel pipe tiedown rail. Access holes (2.5" diameter) on top of pipe to access bolts attaching rail to deck are collectors of garbage.
*****	Upland Facilities		*****								
H68	Facilities - Harbor Office	steel/wood					2450	sq ft	Good	(4)	35' X 70'
H69	Facilities - Restrooms	wood					2	each	Good	(4)	at harbormaster's office and park service
H70	Facilities - Showers	wood					1	each	Good	(4)	at harbormaster's office
H71A	Facilities - Parking (by stall)	asphalt					300	stalls	Good	(4)	Insufficient parking for harbor use.
H72	Facilities - Upland Boat Storage	gravel					2	acres	Fair	(3)	
H86	Disposal - Waste Oil Containers	steel					3500	gal	Good	(4)	Seven, 500 gal.
H87	Disposal - Solid Waste Containers	steel					825	cu ft	Good	(4)	Eleven, 75 cu.ft.
H93	Fire - Hydrant System (general)	steel			sq ft		1	each	Good	(4)	

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 16

Seward Harbor
Seward
Central Region

POOR AND FAILED CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 1 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Approach & Gangway 1	*****									
H16	Cross Braces	wood with creosote					1 each		Failed (1)	1/01/65	Hanging by one bolt.
*****	Approach & Gangway 3	*****									
H16	Cross Braces	wood with creosote					1 each		Failed (1)	1/01/70	missing.
H20	Gangway Railing	galvanized steel					104 lin ft		Poor (2)	1/01/70	
*****	Approach & Gangway 4	*****									
H16	Cross Braces	wood					1 each		Failed (1)	1/01/73	missing
H78	Utilities - Power System (general)	Other (see comments)			992 sq ft		1 each		Poor (2)		
*****	Approach & Gangway 5	*****									
H20	Gangway Railing	galvanized steel					100 lin ft		Poor (2)	1/01/78	Buckled
*****	Approach & Gangway 6	*****									
H16	Cross Braces	wood with creosote					2 each		Failed (1)		
*****	Dock (Pier)	*****									
D40	Ladders	steel					3 each		Poor (2)	1/01/68	Safety ladders do not reach water surface at low tide.
*****	Launch Ramp 1	*****									
H15	Piling	wood with creosote	12 in dia				1 each		Failed (1)	1/01/86	End pile is missing.
H29A	Float Hinges (Standard)	galvanized steel					8 each		Poor (2)	1/01/86	Double shear connections with single pins.
*****	Launch Ramp 2	*****									
H29A	Float Hinges (Standard)	galvanized steel					10 each		Poor (2)	1/01/86	
*****	Launch Ramp 5A	*****									
H15	Piling	galvanized steel	12 in dia				1 each		Failed (1)	6/01/95	Pile missing at pump out.
*****	Main Float 8	*****									
H27	Float Structure (Deck)	concrete	8 ft(wide)	20 ft(long)			20 lin ft		Poor (2)	1/01/92	20' section is bolted to end of wooden section - no residual floatation; only 8" freeboard. Connection is sinking end of wooden float MF-B.

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 1

Seward Harbor
Seward
Central Region

POOR AND FAILED CONDITION REPORT from the
Alaska Harbor Management System (AHMS)

Page: 2 -- SEWHBR
Date: June 9, 1997

Community: Seward
Facility: Seward Harbor

Code	Item	Material	Size 1	Unit 2	Size 2	Unit 3	Quantity	Unit 1	Condition	Installed	Comments
*****	Main Float	D	*****								*****
H35	Finger (or Stall) Floats	wood	4 ft(wide)		40 ft(long)		6 each		Poor (2)	1/01/68	Poor floatation.
H78A	Utilities - Power System (floats)				28 fingers		1 each		Poor (2)	1/01/68	Panels severely corroded. Boaters indicated harbor is very hot. Wiring exposed.
*****	Main Float	E	*****								*****
H35	Finger (or Stall) Floats	wood	6 ft(wide)		75 ft(long)		2 each		Poor (2)	1/01/68	Flotation, floats list badly.
H78A	Utilities - Power System (floats)				20 fingers		1 each		Poor (2)	1/01/68	
*****	Main Float	F	*****								*****
H35	Finger (or Stall) Floats	wood	6 ft(wide)		50 ft(long)		3 each		Poor (2)	1/01/70	
H78A	Utilities - Power System (floats)				11 fingers		1 each		Poor (2)	1/01/70	Power distribution box sinking main float. Need additional floatation.
*****	Main Float	H	*****								*****
H78A	Utilities - Power System (floats)				30 fingers		1 each		Poor (2)	1/01/70	
*****	Main Float	S	*****								*****
H27	Float Structure (Deck)	wood	16 ft(wide)		135 ft(long)		135 lin ft		Failed (1)	1/01/68	Previously fuel float but has been abandoned and is scheduled for replacement. Currently provides access to MF-S (per harbormaster 1997).
*****	Seaplane Float		*****								*****
H29A	Float Hinges (Standard)	galvanized steel					2 each		Poor (2)		
H32A	Pile Guides (Standard)						2 each		Failed (1)		Pile guides missing.

Inspection performed by Ruth Carter and Harvey Smith, April 24 - 26, 1997.
AHMS - 6/09/97 - 2

Seward Harbor
Seward
Central Region

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES LEGISLATIVE AFFAIRS AGENCY STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

130 Seward Street, Suite 409
Juneau, Alaska 99801-2105

MEMORANDUM

October 14, 1997

SUBJECT: History of the Fishery Business Tax -- Revenue Sharing (Work Order No. 20-LS1172)

TO: Representative Eldon Mulder
Attn: Denny DeWitt

FROM: George Utermohle *GU*
Legislative Counsel

You have asked why the revenue sharing provision of the fishery business tax (AS 43.75; also known as the raw fish tax) was enacted.

What is now the fishery business tax was enacted in 1949. A license tax was imposed on salmon canneries and certain other fish processors by ch. 82, SLA 1949. A second license tax was imposed by ch. 97, SLA 1949 on cold storages and other fish processors not already subject to a license tax. The license taxes are paid by fish processors and not by fishermen. Both the license tax imposed by ch. 82 and the license tax imposed by ch. 92 were paid by fish processors on the value of the raw fish that the processor acquired from fishermen.

In 1953, the territorial legislature provided that ten percent of the tax revenue collected through the tax on salmon canneries and certain other processors under ch. 82, SLA 1949 was to be shared with municipalities, school districts, and utility districts in which the fish processors were located. Ch. 66, SLA 1953. The only statement regarding the substance of the bill can be found in a message from Territorial Governor Ernest Gruening. Senate Journal, Territory of Alaska, 1953, page 928. Governor Gruening stated that he disagreed with the bill because it further reduced the amount of territorial revenue at a time when it was necessary to reduce vital public services. However, because the bill redistributed the revenue from the license tax on salmon canneries and certain other fish processors to local governments, Governor Gruening decided to let the bill become law without his signature rather than vetoing the bill. Based on the brief message from Governor Gruening, it is evident that one of the purposes of revenue sharing was to redistribute revenue to political subdivisions of the territory. Further statements regarding the purpose for this revenue sharing program are not available.

TO ELDON FROM DENNY 2 PAGES

Representative Eldon Mulder

October 14, 1997

Page 2

In 1962, the state legislature amended the revenue sharing program for fishery business taxes to make various technical amendments necessary to conform to changes brought about by statehood. The legislature also increased the amount of fishery business tax revenue available for sharing by requiring that ten percent of the license taxes paid by cold storages and other fish processors not subject to other license taxes was to be shared with boroughs, cities, independent school districts, and public utility districts. Thus each political subdivision of the state became eligible to receive ten percent of the revenue generated by salmon canneries, cold storage facilities, and the other fish processors operating within the boundaries of that political subdivision.

Other than the 1953 message from Governor Gruening concerning the original diversion of license tax revenue for revenue sharing, I was unable to find any explanation of why the territorial or state legislature chose to share fishery business license taxes with political subdivisions. I could find no sponsor statements, written committee reports, or additional governor's messages regarding revenue sharing of fishery business license taxes. Legislative history documents from the years prior to 1975 are virtually non-existent.

During the latter years of the territory and into the early years of statehood a number of territorial and state revenues were shared with local governments. Other examples of shared revenue included revenue from business licenses, liquor licenses, amusement devices licenses, and the punchboard tax. The fishery business license tax, now the fishery business tax under AS 43.75, still survives as a source of municipal revenue sharing.

If I may be of further assistance, please advise.

GU:pl

97-221.plm

SCOMM

111:20

Southeast Region

	FY97	FY98	FY95	FY98 (Planned)	Capital Need	Operating Need
Management & Training						
58135 INSPECTIONS	190.5	220.9	215.0	190.0	0.0	10.0
58138 TRAINING	124.1	130.7	49.8	125.0	0.0	5.0
58140 SPECIAL EVENT	66.2	27.8	41.7	50.0	0.0	0.0
ENGINEERING & TESTING	105.4	110.5	108.9	105.0	0.0	5.0
M&O SUPPORT/LEASING ETC.	403.0	428.0	384.2	430.0	0.0	20.0
AIRPORT APRON MANAGEMENT	0.0	0.0	3.8	20.0	0.0	20.0
Total Management & Training	889.2	917.9	803.4	920.0	0.0	60.0
Transportation System Maint. & Operations						
Airport Safety, Security, Arff & Haz. Mat.						
58168 BIRD/ANIMAL CONTROL	14.8	17.4	4.5	20.0	40.0	0.0
58136 SECURITY & ARFF	459.9	381.5	309.4	490.0	0.0	0.0
Total Airport Safety, Security, etc.	473.7	378.9	313.9	510.0	40.0	0.0
Floats & Docks						
58166 MINOR REPAIRS	70.8	111.4	118.6	70.0	See Harbors	See Harbors
MAJOR REPAIRS						
Total Minor & Major Repairs	70.8	111.4	118.6	70.0		
Transportation System Maint. & Operations						
Structural & Surface Maintenance						
58137 HAZ. MAT CLEANUP	22.7	6.8	32.7	10.0	0.0	0.0
58145 PAVEMENT REPAIRS	635.3	494.2	502.6	575.0	2,890.0	150.0
58147 EMBANK REPAIRS	2.2	2.4	19.2	50.0	300.0	38.0
58148 SURFACE BLADINIG	321.2	395.5	491.0	320.0	0.0	480.0
58149 DUST CONTROL	4.5	2.0	12.5	5.0	0.0	35.0
58150 GRAVEL RESURFACING	98.3	169.0	151.0	88.9	14,590.0	401.0
58151 SWEEPING	208.1	202.4	191.1	210.0	0.0	85.0
58152 BRIDGE MAINTENANCE	57.6	18.9	10.0	50.0	1,250.0	200.0
58154 ROCK SLIDES	44.7	57.1	146.1	50.0	350.0	50.0
Total Structural & Surface Maintenance	1,395.1	1,348.3	1,556.2	1,368.8	19,380.0	1,437.0
Drainage & Roadside Maintenance						
58180 DRAINAGE STRUCTURE	89.2	64.3	173.6	90.0	880.0	240.0
58181 SHOULDERS, SLOPE, DITCHING	197.9	205.5	354.5	200.0	1,500.0	200.0
58182 GUARDRAIL	42.6	39.2	22.6	50.0	690.0	115.0
58183 VEG. CONTROL	220.7	307.4	528.3	250.0	1,560.0	865.0
58184 SIDEWALKS	5.9	69.2	15.1	8.0	100.0	77.0
58185 LITTER	20.9	30.3	34.6	20.0	0.0	30.0
58187 BIKE PATHS	4.5		9.4	5.0	0.0	70.0
Total Drainage & Roadside Maintenance	581.7	715.9	1,138.1	621.0	4,730.0	1,598.0
Traffic Safety & Control Devices						
58176 SIGNS, ETC	131.6	106.3	135.5	120.0	180.0	80.0
58177 PAVE. MRKGS, DELINEATORS, ETC.	320.7	259.5	387.1	325.0	200.0	259.0
58178 SIGNALS/LIGHTS	417.7	325.8	127.4	400.0	0.0	100.0
Total Traffic Safety & Control Devices	870.0	691.6	650.0	845.0	380.0	439.0
Winter Operations						
58170 SNOW PLOWING, ICE CONTROL	2,539.5	2,920.0	2,778.3	2,700.0		978.0
58171 SNOW REMOVAL	5.2	25.4	33.1	10.0		75.0
58172 AVALANCH	2.9	8.5	14.2	25.0	100.0	35.0
58173 DRAINAGE	73.7	69.8	9.9	50.0		0.0
58183 FAC. SNOW/ICE	2.1	2.1	5.6	2.0		28.0
FLEET COSTS	1,310.5	1,403.0	1,070.9	1,315.0		155.0
Total Winter Operations	3,933.9	4,428.8	3,912.0	4,102.0	100.0	1,269.0
H&A Buildings & Other Support Facilities						
Misc.						
58109 PARKING AREAS	17.8	13.4	36.8	20.0		40.0
58181 GROUNDS	5.9	4.7	9.3	6.0		9.0
58182 PARKING/TURNOUTS			2.0	10.0		20.0
58184 MISC. SITE IMPROVEMENTS	9.8	2.5	19.6	10.0		5.0
58185 HAZ. MAT		0.8	0.4	0.0		4.0
58111 MISC. BUILDING REPAIRS	107.6	187.3	45.5	160.0	350.0	0.0
Total Misc. Buildings Costs	141.1	208.7	113.7	206.0	350.0	78.0
Utilities						
58121 ON-SITE UTIL. SUPPL.	6.2	1.2	7.9	5.0		0.0
Summary UTIL. COSTS, POWER, ETC.	107.5	33.6	238.4	200.0		50.0
Total Utilities Costs	113.7	34.8	247.3	205.0	0.0	50.0
Miscellaneous Fleet Costs - Not Distributed	406.6	284.1	2.0	175.8	0.0	176.0
Total Effective Budgets	8,878.8	9,120.4	8,855.2	9,028.8	24,980.0	4,758.0

**Alaska Department Of Transportation
And Public Facilities
DESIGN AND ENGINEERING SERVICES DIVISION**

3132 Channel Drive
Juneau, Alaska 99801-7898
Mail Stop 2500, Room 105

Telephone: (907) 465-2960
Text Telephone: 465-3652

Facsimile Transmittal Form

Our FAX number is (907) 465-2460

Addressed to: Dennis Dewitt

Fax #: 258-5511

Telephone #: _____

Date: 1-6-98

- From:
- ☐ Michael L. Downing, P.E., Director
 - ☐ Tamar di Franco, Special Assistant
 - ☒ Gary Hogins, P.E., Chief, Design & Construction Standards
 - ☐ Nate Johnson, Statewide Environmental Coordinator
 - ☐ Kurt Smith, P.E., State Traffic Engineer
 - ☐ _____

Total number of pages (including this sheet): 2

If there are problems with this transmission, please call (907) 465-2960.

Comments: _____

Hwy, Apt, fry

Highways, Airports, Marine Highway									
	total	%	fy 99	fy00	FY01	FY 02	FY 03	FY 04	Total Across
Northern Region	\$107,085.8	37.0%							
Interior Dist	\$47,203.4	16.3%	\$9,000.0	\$9,281.9	\$8,312.5	\$8,412.5	\$6,746.2	\$5,450.2	\$47,203.3
So. Central Dist	\$45,751.3	15.8%	\$9,000.0	\$8,558.8	\$8,056.8	\$8,217.5	\$6,441.8	\$5,476.4	\$45,751.3
Western Dist	\$14,131.1	4.9%	\$2,800.0	\$2,788.5	\$2,488.5	\$2,537.8	\$1,879.2	\$1,637.2	\$14,131.2
Central Region	\$131,953.0	45.6%							
Anchorage Dist.	\$14,725.0	5.1%	\$2,800.0	\$2,903.0	\$2,593.1	\$2,593.1	\$2,073.3	\$1,762.6	\$14,725.0
Mat-Su	\$61,017.0	21.1%	\$10,102.7	\$12,745.1	\$11,218.4	\$11,100.9	\$8,691.2	\$7,158.7	\$61,017.0
Kenai Pen. Dist	\$37,652.0	13.0%	\$17,817.3	\$6,630.5	\$4,030.5	\$4,265.4	\$3,101.4	\$1,806.9	\$37,652.0
Southwest Dist.	\$12,395.0	4.3%	\$2,400.0	\$2,401.0	\$2,182.8	\$2,282.8	\$1,845.2	\$1,283.2	\$12,395.0
M Hwy Shore	\$471.5	0.2%	\$471.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$471.5
M Hwy Vessels	\$5,692.5	2.0%	\$0.0	\$0.0	\$0.0	\$3,007.2	\$2,685.3	\$0.0	\$5,692.5
Southeast Region	\$50,556.6	17.5%							
SE Dist	\$24,500.0	8.5%	\$3,800.0	\$4,769.9	\$5,233.4	\$4,364.5	\$3,499.6	\$2,832.6	\$24,500.0
M Hwy Shore	\$5,218.6	1.8%	\$3,000.0	\$919.0	\$919.0	\$380.6			\$5,218.6
M Hwy Vessels	\$20,838.0	7.2%	\$0.0	\$0.0	\$5,962.8	\$3,806.5	\$3,812.3	\$7,256.6	\$20,838.2
Total Column	\$289,595.4		\$61,191.5	\$50,997.7	\$50,997.7	\$50,968.8	\$40,775.5	\$34,664.4	\$289,595.6
									\$289,595.6
The Department of Transportation and Public Facilities will prepare a work plan each year to outline specific deferred maintenance projects for roads and airports in each district consistent with designated appropriation. The Marine Highway expenditures are identified by Facility and Vessel. (see attached sheet) DOT/PF will provide specific work plans for each vessel and facility prior to appropriation.									

Marine Highway Deferred Maintenance			
For Shore Facilities and Vessels			
	FY 1999		
ED	Item	Amount	
35	Cordova	\$155.3	
35	Valdez	\$28.8	
35	Whittier	\$155.3	
	Clark Bay	\$132.3	
5	Skagway	\$1,822.3	
4	Auke Bay	\$155.3	
2	Wrangell	\$57.5	
2	Petersburg	\$575.0	
5	Hollis	\$169.1	
5	Kake	\$149.5	
5	Metlakatla	\$71.1	
	Total	\$3,471.5	
	FY 2000		
5	Metlakatla	\$89.9	
1	Ketchikan	\$523.3	
5	Pelican	\$201.3	
5	Haines	\$104.5	
	Total	\$919.0	
	FY 2001		
	MV Columbia	\$5,962.8	
5	Haines	\$717.8	
5	Angoon	\$68.3	
5	Tenakee	\$57.5	
5	Hoona	\$75.4	
	Total	\$6,881.8	
	FY 2002		
	MV Matanuska	\$3,806.5	
	MV Bartlett	\$3,007.3	
5	Hoona	\$53.4	
2	Sitka	\$327.2	
	Total	\$7,194.4	
	FY 2003		
	MV Tustamena	\$2,685.3	
	MV LeConte	\$3,812.3	
	Total	\$6,497.6	
	FY 2004		
	MV Aurora	\$3,501.8	
	MV Taku	\$3,754.8	
	Total	\$7,256.6	
	Grand Total	\$32,220.9	

hwy calc

	Shore side				
	Southeast Region			Central Region	
ED	Facility	Amount	ED	Facility	Amount
5	Angoon	\$68.3 ✓	35	Cordova	\$155.3
3-4	Auke Bay	\$155.3 ✓	35	Valdez	\$28.8
5	Haines	\$822.3 ✓	35	Whittier	\$155.3
5	Hollis	\$169.1 ✓		Clark Bay	\$132.3
5	Hoona	\$128.8			
5	Kake	\$149.5 ✓		Total	\$471.5
1	Ketchikan	\$523.3 ✓			
2	Petersburg	\$575.0 ✓			
2	Sitka	\$327.8 ✓			
5	Skagway	\$1,822.3 ✓			
5	Tenakee	\$57.5 ✓			
2	Wrangell	\$57.5 ✓			
5	Metlakatla	\$161.0 ✓			
5	Pelican	\$201.3 ✓			
	total	\$5,218.6			
	VESSELS				
ED	Southeast Region		ED	Central Region	
	Vessel	Amount		Vessel	Amount
	Columbia	\$5,962.8		Tustamena	\$2,685.3
	Matanuska	\$3,806.5		Bartlett	\$3,007.3
	Taku	\$3,754.8			
	LeConte	\$3,812.3		Total	\$5,692.5
	Aurora	\$3,501.8			
	Total	\$20,838.0			
	TOTAL Marine Hwy			\$32,220.6	
	Used est cost + 15% Design & CE				
	No funding for Malaspina				

MARINE Hwy

Ships

~~WATER~~

Columbia

5,962,750

MANANUSKA

3,806,500

TAKU

3,754,750

Le Conte

3,812,250

Aurora

3,501,750

2,685.25

TASTUMENA

~~2,335,001~~

BARTLETT

3,007,250

1 DWT Shore Side
SE

5	Angoon	86.250
4	Ank Bay	155.250
5	Haines	822.250
5	Hollis	169,050
5	Hoonah	128,800
5	Kille	149,500
1	Ketchikan	523,250
2	Petersburg	575,000
2	Sitka	327,750
5	Skagway	1,822,275
5	Tenakee	57,500
2	Wrangell	57,500
5	METLA/KATLA	161,000
5	Polson	201,250

Santa Barbara
Shore Side

SE 35-	CORONA	155,250
35	PADEZ	28,750
35	WHITTIER	155,250
	CLARK BAY	132,250

DEFERRED MAINTENANCE**HIGHWAYS & AVIATION**

	DEFERRED	DESIRED ANNUAL FUNDING
SOUTHEAST	24.5	5.0
CENTRAL	125.8	40.6
NORTHERN	107.1	43.0

NOTES TO D.O.T. SUMMARIES

NORTHERN REGION SUMMARY - encompasses the entire northern region by named maintenance station. Page one contains core management information; page two contains information by activity type.

Contains FY 97, 96, 95 actual M&O costs, plus a column for the three-year average.

Contains CAPITAL NEEDS column, which are the deferred maintenance needs.

Contains OPERATING NEEDS column, which is the amount which would be added to the base M&O figures in future budgets if we were to avoid building up deferred maintenance needs again.

KOTZEBUE STATION - contains same format and information as above, relative to Kotzebue. Also contains a listing of the individual projects in this community.

NOME STATION - contains same format and information as above, relative to Nome.

BARROW STATION - contains same format and information as above, relative to Barrow.

Northern Region Summary

Summary			
	Lane Miles	Cost	Cost / Lane Mile
Highways	8,331.4	\$27,124,281	\$3,256
Airports	1,461.0	\$7,775,506	\$5,322
	9,792.4	\$34,899,787	\$3,564
Management		\$1,312,603	
Grand Total		\$36,212,389	
Highway Lane Miles / Operator 40.5			

AIRPORT COSTS					
Personnel	Travel	Contracts	Supplies	Capital	Total
\$3,180,279	\$196,005	\$3,668,231	\$722,857	\$8,133	\$7,775,506

HIGHWAY COSTS					
Personnel	Travel	Contracts	Supplies	Capital	Total
\$13,136,498	\$317,556	\$11,513,619	\$1,561,676	\$194,933	\$27,124,281

MANAGEMENT COSTS					
Personnel	Travel	Contracts	Supplies	Capital	Total
\$1,088,199	\$80,915	\$85,142	\$37,911	\$20,436	\$1,312,603

HIGHWAY LANE MILES (By Category and Surface)								
I			II			III		
Total Lane Miles	Gvl	Pvd	Total	Gvl	Pvd	Total	Gvl	Pvd
8,331.4	7,247.2	1,084.2	8,331.4	7,247.2	1,084.2	8,331.4	7,247.2	1,084.2

AIRPORT LANE MILES			
Non-Certified	Certified	Contracted	Total Airport
Gvl	Pvd	Gvl	Pvd
1,461.0	1,461.0	0.0	1,461.0

STATE EQUIPMENT FLEET VEHICLES

Trucks	ARFF	Backhoes	Brooms	Dozers	Dumps	Graders	Loaders	Sanders	Snowblowers	Snowplows	Sweepers	Attachments	Other	TotEquip
124	12	14	9	61	107	122	71	41	32	101	9	315	274	1292

FACILITIES

Type	#	Sq. Ft.
Warehouse	97	141,693
Other	13	15,492
Office/Shop	86	583,947
Equipment	153	321,198
	349	1,062,330

Bridges

373

PERSONNEL

Allocated		Filled	
PFT	PPT/S	PFT	PPT/S
208	91	205	77

Northern Region - Program Activity Totals

		FY97	FY96	FY95	Average	Capital Need	Operating Need
		36,212,389	36,376,068	37,043,079	36,543,845	107,085,770	11,916,050
10		279			93		
58101	Admin & Support	279			93		
58100	M&O ACTIVITY SUMMA	279			93		
58101	Admin & Support	3,387,292	3,483,049	3,447,617	3,439,319		
58101	Admin & Support	3,387,292	3,483,049	3,447,617	3,439,319		
58101	ADMIN & SUPPORT ACT	164,798	128,398	251,947	181,714		
58135	INSPECTION	1,466,642	1,337,367	1,296,780	1,366,930		
58136	SECURITY & ARFF	893,012	1,040,193	1,138,264	1,023,823		
58138	ALL TRAINING	582,997	748,019	538,477	623,165		
58140	SPEC EVENT & VIP REQ	279,843	229,071	222,149	243,687		
58102	Transportation	30,863,518	30,796,737	31,622,439	31,094,231	107,085,770	11,916,050
58105	Roadway/Runway	9,662,346	10,587,013	10,754,533	10,334,631	91,248,170	8,472,300
58102	TRANSPORTATN ACTVI	143,155	53,048	180,332	125,512		
58105	M&O ROADWAY/RUNW		75,676	52,310	42,662		
58137	HAZ MATLS CLNUP&M	27,456	85,943	140,640	84,680	10,456,800	170,500
58145	MAJOR PVMNT REPAIR	2,821,476	2,848,606	2,621,437	2,763,840	29,232,100	3,306,500
58146	MINOR PVMNT REPAIR	1,089,640	1,100,467	1,573,131	1,254,413		
58147	EMBANKMENT REPAIR	189,424	533,634	265,273	329,444		
58148	BLADING	3,211,215	2,965,650	2,813,938	2,996,934		
58149	DUST CONTROL	721,514	879,117	573,633	724,754		
58150	GRAVEL RESURFACING	1,078,321	1,376,769	1,348,975	1,268,021	49,505,400	4,483,900
58151	PAVEMENT SWEEPING	263,081	171,904	318,064	251,016		
58152	BRIDGE MAINTENANCE	111,600	483,132	862,868	485,867	2,053,870	511,400
58154	ROCK&LANDSLIDE CLN	5,465	13,067	3,932	7,488		
1106	Drainage & Roadside	2,225,003	2,771,062	2,156,473	2,384,179	11,452,400	2,317,600
58106	DRNAGE & RDSIDE MN	1,191	29,105	43,803	24,700		
58160	DRAIN STRC/NOT SNO	575,951	676,567	534,165	595,561	2,836,500	498,500
58161	SHLDER, SLOPE, DITCH	335,334	509,777	453,248	432,786	1,180,400	345,000
58162	GURDRL,FENCE,BARRI	311,763	331,579	196,624	279,989	3,517,700	313,000
58163	ROADSIDE VEGETATIO	742,510	979,718	710,111	810,779	2,664,300	767,600
58164	PARKLOTS,SDEWLK&T	42,309	38,593	43,862	41,588		
58165	LITTER & TRASH REMO	207,663	190,943	163,783	187,463	766,000	323,500
58166	FLOATS & DOCKS	155	1,979		711		
58167	BIKE PATH&TRAIL MNT	2,070	9,184	1,797	4,350	487,500	70,000
58168	ANIMAL/BIRD CONTRO	6,058	3,615	9,080	6,251		
58107	Snow & Ice Control	16,475,555	14,702,174	16,250,401	15,809,377		
58107	SNOW & ICE CONTROL	24,107	110,083	95,546	76,579		
58170	SNOW PLOW & ICE CNT	14,211,897	12,736,242	13,660,708	13,536,282		
58171	SNOW REMOVAL & DIS	1,531,368	793,257	2,013,477	1,446,034		
58172	AVLNCH CNTRL & CL	72,426	66,062	101,040	79,843		
58173	DRNGE STRUC THAW/C	635,756	996,531	379,631	670,639		
58108	Traffic Control	2,500,614	2,736,487	2,461,032	2,566,044	4,385,200	1,126,150
58108	TRAFFIC CONTROL SER		1,782	1,573	1,118		
58176	SIGNS & DELINEATORS	492,293	510,070	538,073	513,479	1,460,300	276,650
58177	PAVEMENT MARKING	988,303	955,265	814,371	919,313	2,361,800	720,500
58178	SIGNALS,LIGHTS,RR-X	1,020,017	1,269,369	1,107,015	1,132,134	563,100	129,000
58103	Facilities	1,961,300	2,096,282	1,973,023	2,010,202		

NORTHERN REGION

HIGHWAYS AND AVIATION STATION PROFILES

Kotzebue Station

	Lane Miles	Cost	Cost / Lane Mile
Highways	30.8		
Airports	173.7	\$1,195,780	\$6,884
	204.5	\$1,195,780	\$5,848

Lane Miles / Operator

HIGHWAY LANE MILES (By Category and Surface)

HwyName	Route	Begin	End	I			II			III		
				Gvl	Pvd	Total	Gvl	Pvd	Total	Gvl	Pvd	Total
Deering Airport Road	225060	0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3
Deering Road	225000	0	25.7	0.0	0.0	0.0	0.0	0.0	0.0	22.3	0.0	22.3
New Point Hope Road	222100	0	2.5	4.6	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0
Shungnak Airport Road	205000	0	0.93	1.6	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0
Third Ave	220000	0	1.1	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lane Miles	30.8			8.2		8.2				22.6		22.6

AIRPORT LANE MILES

Airport	Non-Certified		Certified		Contracted Cost
	Gvl	Pvd	Gvl	Pvd	
Ambler Airport	13.3	0.0	0.0	0.0	30,000
Buckland Airport	5.2	0.0	0.0	0.0	\$5,500
Dahl Creek Airport	7.5	0.0	0.0	0.0	
Deering Airport	11.3	0.0	0.0	0.0	20,000
Kiana Airport	11.3	0.0	0.0	0.0	32,000
Kivalina Airport	8.6	0.0	0.0	0.0	20,470
Kobuk Airport	4.1	0.0	0.0	0.0	10,000
Kotzebue Airport	0.0	0.0	0.0	59.6	
Noatak Airport	10.6	0.0	0.0	0.0	15,600
Noorvik Airport	10.0	0.0	0.0	0.0	35,000
Point Hope Airport	0.0	10.5	0.0	0.0	45,000
Selawik Airport	13.0	0.0	0.0	0.0	24,000
Shungnak Airport	8.6	0.0	0.0	0.0	20,000
	103.6	10.5	0.0	59.6	\$257,570

STATE EQUIPMENT FLEET VEHICLES

Trucks	ARFF	Backhoes	Brooms	Dozers	Dumps	Graders	Loaders	Sanders	Snowblowers	Snowplows	Sweepers	Attachments	Other	TotEquip
3	1		2	9	3	11	6	2	4	1		18	2	62

FACILITIES

Type	#	Sq. SF
Warehouse	1	5,760
Office/Shop	1	5,647
Equipment	12	23,092
	14	34,499

Bridges

3

PERSONNEL

Allocated		Filled	
PFT	PPT/S	PFT	PPT/S
5	2	5	2

EXPENDITURE DETAIL

AIRPORT COSTS

	Personnel	Travel	Contracts	Supplies	Capital	Total
Ambler Airport	\$493	\$4,396	\$41,061	\$6,085		\$52,034

NORTHERN REGION**HIGHWAYS AND AVIATION STATION PROFILES**

Buckland Airport	\$3,047	\$3,360	\$14,491	\$3,413		\$24,311
Dahl Creek Airport		\$209	\$7,125	\$834		\$8,167
Deering Airport	\$271	\$2,231	\$29,032	\$4,287		\$35,821
Kiana Airport	\$3,653	\$2,688	\$46,038	\$2,682		\$55,060
Kivalina Airport	\$3,039	\$2,272	\$36,848	\$2,085		\$44,244
Kobuk Airport		\$482	\$18,425	\$1,613		\$20,520
Kotzebue Airport	\$511,885	\$12,288	\$26,303	\$124,859		\$675,336
Noatak Airport	\$3,759	\$4,711	\$24,879	\$8,818	\$90	\$42,256
Noorvik Airport	\$4,153	\$7,878	\$49,198	\$4,613		\$65,843
Point Hope Airport		\$209	\$58,349	\$834		\$59,391
Selawik Airport	\$12,324	\$13,450	\$36,806	\$9,644	\$0	\$72,225
Shungnak Airport	\$932	\$1,955	\$28,953	\$8,732		\$40,571
	<u>\$543,557</u>	<u>\$36,127</u>	<u>\$417,507</u>	<u>\$178,499</u>	<u>\$90</u>	<u>\$1,195,780</u>

Kotzebue Station		FY97	FY96	FY95	Average	Capital Need	Operating Need
		1,195,240	1,010,683	1,100,917	1,102,280	3,449,200	154,500
58100					0		
3101	Admin & Support				0		
58100	M&O ACTIVITY SUMMA				0		
58101	Admin & Support	335,148	320,725	238,112	297,995		
58101	Admin & Support	335,148	320,725	238,112	297,995		
58101	ADMIN & SUPPORT ACT				0		
58135	INSPECTION	11,067	16,978	38,067	22,037		
58136	SECURITY & ARFF	272,257	244,710	152,967	223,311		
58138	ALL TRAINING	50,764	58,647	44,584	51,332		
58140	SPEC EVENT & VIP REQ	1,060	389	2,494	1,314		
58102	Transportation	759,221	577,485	678,224	671,643	3,449,200	154,500
58105	Roadway/Runway	61,179	14,552	36,573	37,435	3,220,500	123,000
58102	TRANSPORTATN ACTVI				0		
58105	M&O ROADWAY/RUNW				0		
58137	HAZ MATLS CLNUP&M		882	1,067	650	1,775,000	10,000
58145	MAJOR PVMNT REPAIR	15,474		1,328	5,601	40,500	5,000
58146	MINOR PVMNT REPAIR	28,154	6,678	1,309	12,047		
58147	EMBANKMENT REPAIR	193	1,556	498	749		
58148	BLADING	9,125	4,091	14,828	9,348		
58149	DUST CONTROL	686	544	2,744	1,325		
58150	GRAVEL RESURFACING	3,224		2,282	1,835	1,330,000	100,000
58151	PAVEMENT SWEEPING	4,322	802	12,516	5,880		
58152	BRIDGE MAINTENANCE				0	75,000	8,000
58154	ROCK&LANDSLIDE CLN				0		
58106	Drainage & Roadside	15,643	12,599	18,012	15,418	139,006	14,000
58106	DRNAGE & RDSIDE MN				0		
58160	DRAIN STRC/NOT SNO	1,525		4,493	2,006	7,500	3,500
58161	SHLDER, SLOPE, DITCH			662	221	64,000	4,000
58162	GURDRL,FENCE,BARRI	3,297		1,389	1,562	25,000	2,500
58163	ROADSIDE VEGETATIO		697		232	42,500	4,000
58164	PARKLOTS,SDEWLK&T			1,354	451		
58165	LITTER & TRASH REMO	10,666	11,157	5,622	9,148		
58166	FLOATS & DOCKS	155			52		
58167	BIKE PATH&TRAIL MNT				0		
58168	ANIMAL/BIRD CONTRO		745	4,492	1,746		
58107	Snow & Ice Control	632,530	524,280	584,765	580,525		
58107	SNOW & ICE CONTROL				0		
58170	SNOW PLOW & ICE CNT	627,393	484,327	525,442	545,721		
58171	SNOW REMOVAL & DIS	2,512	37,610	28,225	22,782		
58172	AVLNCH CNTRL & CL		409		136		
58173	DRNGE STRUC THAW/C	2,625	1,934	31,098	11,886		
58108	Traffic Control	49,869	26,054	38,874	38,266	89,700	17,500
58108	TRAFFIC CONTROL SER				0		
58176	SIGNS & DELINEATORS	7,565	29	9,344	5,646	24,100	3,000
58177	PAVEMENT MARKING	1,726	1,620	697	1,348	57,000	10,000
58178	SIGNALS LIGHTS,RR-X	40,577	24,405	28,834	31,272	8,600	4,500
58103	Facilities	100,871	112,473	184,581	132,642		

REF	TASK FORCE DEFINITION	PROGRAM CODE	AKSAS DEFINITION	HWY CLASS	STATION	HIGHWAY/AIRPORT/BLDG	ELECTION DISTRICT	COST	PROJECT
1055	Asphalt	58145	Major Pavement Repair	CTP	Kotzebue	3rd Avenue	37	8.0	Asphalt Repairs
1050	Asphalt	58145	Major Pavement Repair		Kotzebue	Kotzebue Airport	37	20.0	Runway/Apron Repair and Asphalt Apron/Runway Repair
1047	Asphalt	58145	Major Pavement Repair		Kotzebue	Pl. Hope Airport	37	3.5	Crack Sealing
1498	Asphalt	58145	Major Pavement Repair	CTP	Kotzebue	Kotzebue	37	9.0	Portapatch (2) Freight
1619	Bridges	58152	Bridge Maintenance		Kotzebue	Deering Airport	37	75.0	Repair Bridge Approaches-Smith Creek
1538	Drainage-Culverts	58160	Drainage Structure (not s		Kotzebue	Ambler Airport	37	7.5	Culvert - Airport Access
1749	Environmental Compliance	58137	Hazardous Mat Mgmt &	CTP	Kotzebue	Kotzebue Station Quansel Hut	37	10.0	Hazmat/cleanup
1364	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Kotzebue	New Point Hope Road	37	1,025.0	
1362	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Kotzebue	Third Ave	37	30.0	
1365	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Kotzebue	Deering Airport Road	37	250.0	
1110	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Kotzebue	Deering Road	37	25.0	
1762	Guardrail	58162	Guardrails, Fences & Bar	CTP	Kotzebue	Kotzebue Station	37	25.0	Kotzebue Slough/Swan Lake r App RI
1496	Paint Striping	58177	Pavement Marking		Kotzebue	Pl. Hope Airport	37	27.0	Striping
1059	Paint Striping	58177	Pavement Marking	CTP	Kotzebue	3rd Avenue	37	3.0	Pavement Marking
1494	Paint Striping	58177	Pavement Marking		Kotzebue	Kotzebue Airport	37	27.0	Striping
712	Shoulders/Slopes/Ditches	58161	Shoulders/Slopes/Ditch		Kotzebue	Deering Airport	37	25.0	Runway Slope Crack Repair (Gravel)
1553	Shoulders/Slopes/Ditches	58161	Shoulders/Slopes/Ditch		Kotzebue	Kiana Airport	37	5.0	Shoulders/Slope Repairs
1637	Shoulders/Slopes/Ditches	58161	Shoulders/Slopes/Ditch	CTP	Kotzebue	3rd Avenue	37	4.0	Shoulders/Slope Repairs
1554	Shoulders/Slopes/Ditches	58161	Shoulders/Slopes/Ditch		Kotzebue	Ambler Airport	37	8.0	Airport Access Road & Runway
1556	Shoulders/Slopes/Ditches	58161	Shoulders/Slopes/Ditch		Kotzebue	Kobuk Airport	37	2.0	Shoulders/Slope Repairs
1560	Shoulders/Slopes/Ditches	58161	Shoulders/Slopes/Ditch		Kotzebue	Deering Airport	37	20.0	Shoulders/Slope/Ditches - Airport Access Road
1572	Signs	58176	Signs & Delineators		Kotzebue	Kiana Airport	37	0.8	Reflective Markers, Replace Windsock
1577	Signs	58176	Signs & Delineators		Kotzebue	Selawik Airport	37	0.4	Reflective Markers
1587	Signs	58176	Signs & Delineators		Kotzebue	Deering Airport	37	13.8	Runway Markers, Windsocks, Marker Boards

DEFERRED MAINTENANCE

29-Aug-97

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Prepared by: Lynne Franklin, MQ Admin 451-2209

REF	TASK FORCE DEFINITION	PROGRAM CODE	AKSAS DEFINITION	HWY CLASS	STATION	HIGHWAY/AIRPORT/BLDG	ELECTION DISTRICT	COST	PROJECT
1567	Signs	58176	Signs & Delineators		Kotzebue	Ambler Airport	37	1.0	Reflective Markers, Replace Windsock
1582	Signs	58176	Signs & Delineators		Kotzebue	Shungnak Airport	37	0.4	Reflective Markers
1573	Signs	58176	Signs & Delineators		Kotzebue	Kobuk Airport	37	7.7	Reflective Markers, Replace Windsock
1601	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Kotzebue	Selawik Airport	37	0.8	Runway Light Repairs
1599	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Kotzebue	Shungnak Airport	37	0.8	Runway Light Repairs
1597	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Kotzebue	Deering Airport	37	2.2	Runway Light Repairs; Replaced Beacon, Windsocks
1600	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Kotzebue	Kobuk Airport	37	1.8	Runway Light Repairs; Beacon
1591	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Kotzebue	Ambler Airport	37	1.9	Runway Light Repairs
1592	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Kotzebue	Kiana Airport	37	1.1	Runway Light Repairs
1625	Vegetation Mgmt	58163	Roadside Vegetation		Kotzebue	Noatak	37	6.7	Brushcutting
1625	Vegetation Mgmt	58163	Roadside Vegetation	CTP	Kotzebue	Ambler	37	6.7	Brushcutting
1543	Vegetation Mgmt	58163	Roadside Vegetation		Kotzebue	Ambler Airport	37	2.0	Brushcutting-Safety Area
1624	Vegetation Mgmt	58163	Roadside Vegetation	CTP	Kotzebue	Base Road	37	3.0	Brushcutting
1625	Vegetation Mgmt	58163	Roadside Vegetation		Kotzebue	Buckland	37	6.7	Brushcutting
1545	Vegetation Mgmt	58163	Roadside Vegetation		Kotzebue	Kiana Airport	37	2.0	Brushcutting-Safety Area
1625	Vegetation Mgmt	58163	Roadside Vegetation		Kotzebue	Kobuk Airport	37	6.7	Brushcutting
1625	Vegetation Mgmt	58163	Roadside Vegetation		Kotzebue	Deering	37	6.7	Brushcutting
1547	Vegetation Mgmt	58163	Roadside Vegetation		Kotzebue	Kobuk Airport	37	2.0	Brushcutting-Safety Area
Total								1684.2	

DEFERRED MAINTENANCE

29-Aug-97

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Prepared by: Lynne Franklin, MO Admin 451-2209

NORTHERN REGION

HIGHWAYS AND AVIATION STATION PROFILES

Nome Station

	Lane Miles	Cost	Cost / Lane Mile
Highways	246.3	\$1,387,394	\$5,633
Airports	164.3	\$1,347,428	\$8,200
	410.6	\$2,734,823	\$6,660
Lane Miles / Operator 24.6			

HIGHWAY LANE MILES (By Category and Surface)

HwyName	Route	Begin	End	I			II			III		
				Gvl	Pvd	Total	Gvl	Pvd	Total	Gvl	Pvd	Total
Center Creek Road	168200	0	2.56	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	6.0
Council Road	166500	0	21	0.0	0.0	0.0	49.2	0.0	49.2	0.0	0.0	0.0
Dexter Road	168700	0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	12.0
Doyle Drive	167820	0	0.45	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.6
Glacier Creek Road	168900	0	17.82	0.0	0.0	0.0	0.0	0.0	0.0	20.8	0.0	20.8
Nome By-Pass	168000	1.42	1.77	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.7
Nome Port Access Road	168115	0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Nome/Taylor Hwy	160000	0	35	0.0	0.0	0.0	93.2	0.0	93.2	0.0	0.0	0.0
Nome/Teller Hwy	160000	0	26	0.0	0.0	0.0	52.2	0.0	52.2	0.0	0.0	0.0
Osborne Road	168400	0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	7.2
Seppala Drive	168100	0	1.32	3.5	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Stedman Street	167800	0	0.41	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.7
Total Lane Miles 246.3				3.5		3.5	194.6		194.6	48.2		48.2

AIRPORT LANE MILES

Airport	Non-Certified		Certified		Contracted Cost
	Gvl	Pvd	Gvl	Pvd	
Basin Creek Airport	0.9	0.0	0.0	0.0	
Brevig Mission Airport	4.4	0.0	0.0	0.0	15,000
Council Airport	7.8	0.0	0.0	0.0	
Diomedea Airport	0.2	0.0	0.0	0.0	20,000
Gambell Airport	0.0	9.9	0.0	0.0	35,000
Golovin Airport	8.6	0.0	0.0	0.0	19,200
Nome Airport	0.0	0.0	0.0	64.4	
Nome City Airport	9.5	0.0	0.0	0.0	
Quartz Creek Airport	3.5	0.0	0.0	0.0	
Salmon Lake Airport	1.6	0.0	0.0	0.0	
Savoonga Airport	12.3	0.0	0.0	0.0	45,000
Shishmaref Airport	0.0	14.0	0.0	0.0	23,725
Teller Airport	8.0	0.0	0.0	0.0	30,900
Wales Airport	11.5	0.0	0.0	0.0	20,000
White Mtn Airport	7.8	0.0	0.0	0.0	23,499
	76.0	23.9	0.0	64.4	\$232,324

STATE EQUIPMENT FLEET VEHICLES

Trucks	ARFF	Backhoes	Brooms	Dozers	Dumps	Graders	Loaders	Sanders	Snowblowers	Snowplows	Sweepers	Attachments	Other	TotEquip
9	2	3	2	10	9	13	8	2	4	2	1	22	19	106

FACILITIES

Type	N	Sq. SF
Warehouse	18	26,177
Office/Shop	6	39,155

Bridges

12

PERSONNEL

Allocated		Filled	
PFT	PPT/S	PFT	PPT/S

NORTHERN REGION

HIGHWAYS AND AVIATION STATION PROFILES

Equipment	11	29,996
	35	95,328

10	5	9	2
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EXPENDITURE DETAIL

AIRPORT COSTS

	Personnel	Travel	Contracts	Supplies	Capital	Total
Basin Creek Airport	\$87		\$2,316	\$317		\$2,720
Brevig Mission Airport	\$957	\$296	\$22,454	\$1,322		\$25,030
Council Airport			\$2,316	\$317		\$2,633
Diomed Airport		\$176	\$22,600	\$1,489		\$24,264
Gambell Airport		\$3,725	\$50,545	\$3,882		\$58,153
Golovin Airport	\$260	\$3,793	\$27,282	\$7,887		\$39,222
Nome Airport	\$424,178	\$985	\$368,173	\$92,133		\$885,469
Nome City Airport	\$15,513		\$2,658	\$589		\$18,760
Quartz Creek Airport	\$5,212		\$3,136	\$317		\$8,665
Salmon Lake Airport	\$263		\$4,544	\$317		\$5,124
Savoonga Airport	\$626	\$4,315	\$50,602	\$1,463		\$57,007
Shishmaref Airport		\$816	\$34,188	\$9,528		\$44,532
Teller Airport	\$51,639		\$58,174	\$492		\$110,304
Wales Airport			\$25,564	\$2,113		\$27,677
White Mtn Airport		\$600	\$33,671	\$3,598		\$37,869
	\$498,735	\$14,706	\$708,222	\$125,765		\$1,347,428

HIGHWAY COSTS

Personnel	Travel	Contracts	Supplies	Capital	Total
\$683,604	\$11,854	\$583,353	\$104,497	\$4,087	\$1,387,394

Nome Station		FY97	FY96	FY95	Average	Capital Need	Operating Need
		2,471,096	2,689,167	2,739,408	2,633,224	3,749,300	399,000
58100					0		
58101	Admin & Support				0		
58100	M&O ACTIVITY SUMMA				0		
58101	Admin & Support	305,706	477,210	558,845	447,254		
58101	Admin & Support	305,706	477,210	558,845	447,254		
58101	ADMIN & SUPPORT ACT				0		
58135	INSPECTION	161,119	149,491	204,631	171,747		
58136	SECURITY & ARFF	110,257	250,739	304,126	221,708		
58138	ALL TRAINING	34,330	72,874	47,348	51,517		
58140	SPEC EVENT & VIP REQ		4,107	2,739	2,282		
58102	Transportation	2,029,822	2,072,071	2,047,523	2,049,805	3,749,300	399,000
58105	Roadway/Runway	439,881	458,619	328,639	409,047	2,838,000	256,500
58102	TRANSPORTATN ACTVI				0		
58105	M&O ROADWAY/RUNW				0		
58137	HAZ MATLS CLNUP&M	2,230		24,249	8,826	606,500	2,000
58145	MAJOR PVMNT REPAIR		618	15,471	5,363	691,900	101,000
58146	MINOR PVMNT REPAIR	55,306	14,698	26,552	32,185		
58147	EMBANKMENT REPAIR	32,548	4,290	4,863	13,900		
58148	BLADING	87,616	62,580	44,934	65,043		
58149	DUST CONTROL	34,542	35,427	7,654	25,874		
58150	GRAVEL RESURFACING	180,642	305,642	148,891	211,725	1,494,600	150,000
58151	PAVEMENT SWEEPING	31,628	14,195	40,508	28,777		
58152	BRIDGE MAINTENANCE	15,370	21,170	15,517	17,352	45,000	3,500
58154	ROCK&LANDSLIDE CLN				0		
58106	Drainage & Roadside	53,230	81,638	124,435	86,434	777,900	122,500
58106	DRNAGE & RDSIDE MN		71		24		
58160	DRAIN STRC/NOT SNO	11,870	23,736	35,609	23,738	166,500	80,000
58161	SHLDER, SLOPE, DITCH	9,729	31,788	7,841	16,453	15,000	6,000
58162	GURDRL,FENCE,BARRI	1,248	4,205	52,251	19,235	435,200	18,000
58163	ROADSIDE VEGETATIO	1,258	5,592		2,283	148,700	15,000
58164	PARKLOTS,SDEWLK&T	643	11	516	390		
58165	LITTER & TRASH REMO	28,481	16,235	28,218	24,311	10,000	1,000
58166	FLOATS & DOCKS				0		
58167	BIKE PATH&TRAIL MNT				0	2,500	2,500
58168	ANIMAL/BIRD CONTRO				0		
58107	Snow & Ice Control	1,482,311	1,417,576	1,482,909	1,460,932		
58107	SNOW & ICE CONTROL				0		
58170	SNOW PLOW & ICE CNT	1,308,869	1,304,490	1,405,850	1,339,737		
58171	SNOW REMOVAL & DIS	142,652	38,567	57,116	79,445		
58172	AVLNCH CNTRL & CL				0		
58173	DRNGE STRUC THAW/C	30,789	74,519	19,943	41,750		
58108	Traffic Control	54,400	114,238	111,540	93,393	133,400	20,000
58108	TRAFFIC CONTROL SER				0		
58176	SIGNS & DELINEATORS	12,622	13,787	25,501	17,303	15,800	2,000
58177	PAVEMENT MARKING	12,045	4,561	2,952	6,519	95,000	15,000
58178	SIGNALS,LIGHTS,RR-X	29,734	95,891	83,088	69,571	22,600	3,000
58103	Facilities	135,568	139,886	133,041	136,165		

REF	TASK FORCE DEFINITION	PROGRAM CODE	AKSAS DEFINITION	HWY CLASS	STATION	HIGHWAY/AIRPORT/BLDG	ELECTION DISTRICT	COST	PROJECT
704	Asphalt	58145	Major Pavement Repair	CTP	Nome	Nome	38	9.0	Portapatch (2) Freight
402	Asphalt	58145	Major Pavement Repair	CTP	Nome	Nome (City) Streets	38	75.0	Pavement Patching and Chip Sealing
706	Asphalt	58145	Major Pavement Repair	CTP	Nome	Glacier Creek Road	38	50.0	Rehabilitation, MP 5-10
1058	Asphalt	58145	Major Pavement Repair	CTP	Nome	Bering & Seppala	38	137.0	Asphalt Leveling
1057	Asphalt	58145	Major Pavement Repair	CTP	Nome	Front Street	38	10.0	Asphalt Leveling
1056	Asphalt	58145	Major Pavement Repair	CTP	Nome	Nome-Teller Hwy, MP 0-7	38	8.0	Asphalt Repairs MP 0-4
1049	Asphalt	58145	Major Pavement Repair		Nome	Nome Airport	38	26.0	AAOF Taxiway Repair and Runway 27 East Crack Repair
1048	Asphalt	58145	Major Pavement Repair		Nome	Shishmaref Airport	38	8.0	Crack Sealing
1125	Asphalt	58145	Major Pavement Repair		Nome	Nome Airport	38	18.0	Raise, Pave, and Culvert Taxiway F North
1438	Asphalt	58145	Major Pavement Repair	CTP	Nome	EF to Farleys	38	350.9	Chip Seal
1062	Bikepaths	58167	Bike Path & Trail Mainten	CTP	Nome	Beltz	38	2.5	Bike Path
1620	Bridges	58152	Bridge Maintenance		Nome	Wales Airport	37	10.0	Repair Bridge Approaches
1757	Bridges	58152	Bridge Maintenance	CTP	Nome	Nome Station	38	35.0	Snake River Deck Replank
585	Drainage-Culverts	58160	Drainage Structure (not s		Nome	Nome Airport	38	100.0	Ditching and Culvert Repairs
1539	Drainage-Culverts	58160	Drainage Structure (not s		Nome	Wales Airport	35	4.5	Culvert Rehab - Airport Access
1760	Drainage-Culverts	58160	Drainage Structure (not s	CTP	Nome	Nome Station	38	60.0	Nome-Front Street Drain Rehab
1540	Drainage-Culverts	58160	Drainage Structure (not s		Nome	Teller Airport	38	2.0	Access-Drainage (Replace 24")
1733	Environmental Compliance	58137	Hazardous Mat Mgmt &		Nome	Nome Airport Shop	38	20.0	Hazmat/cleanup
1609	Environmental Compliance	58137	Hazardous Mat Mgmt &		Nome	Teller Airport	38	3.0	Repair Fuel Storage Tank
1607	Fences	58162	Guardrails, Fences & Bar		Nome	Shishmaref Airport	38	5.0	Repair Snow Fence Panels
1726	Fences	58162	Guardrails, Fences & Bar		Nome	Nome Airport	38	30.0	Security Fencing - North End of Runway and National Guard Hangar Area
1764	Fences	58162	Guardrails, Fences & Bar		Nome	Nome Airport	38	18.0	FAA Security Fence
700	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Nome-Council Rd, MP 0-22	38	160.0	Beam Road to Farleys 4 mile "Star Seal", MP 2-6
401	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Nome-Taylor Hwy, MP 0-35	38	250.0	Raise a One-mile Section of the Road, MP 26

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29-Aug-97

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REF	TASK FORCE DEFINITION	PROGRAM CODE	AKSAS DEFINITION	HWY CLASS	STATION	HIGHWAY/AIRPORT/BLDG	ELECTION DISTRICT	COST	PROJECT
703	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Pitkas Point Road, MP 0-2	38	20.0	Grade Raise/Culverts (Portions)
1351	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Nome/Teller Hwy, MP 0-7	38	560.0	
1355	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Osborne Road	38	25.0	
1344	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Center Creek Road	38	150.0	
1349	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Nome Port Access Road	38	15.0	
1360	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Nome By-Pass	38	93.8	
1342	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Doyle Drive	38		
1354	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Glacier Creek Road	38	80.0	
1353	Gravel Surface Repairs	58150	Gravel Resurfacing	CTP	Nome	Dexter Road	38	140.8	
1502	Guardrail	58162	Guardrails, Fences & Bar	CTP	Nome	Nome-Teller Hwy, MP 0-7	38	77.4	Guardrail
1763	Guardrail	58162	Guardrails, Fences & Bar	CTP	Nome	Nome Station	38	150.0	Tisuk/Eldor/Golden Feather App
1063	Guardrail	58162	Guardrails, Fences & Bar	CTP	Nome	Nome-Council Rd, MP 0-22	38	77.4	Guardrail
1501	Guardrail	58162	Guardrails, Fences & Bar	CTP	Nome	Kougarok	38	77.4	Guardrail
1061	Paint Striping	58177	Pavement Marking	CTP	Nome	Nome-Teller Hwy, MP 0-7	38	5.0	Pavement Marking, MP 0-4
1060	Paint Striping	58177	Pavement Marking	CTP	Nome	Front Street	38	9.0	Pavement Marking
583	Paint Striping	58177	Pavement Marking		Nome	Nome Airport	38	27.0	Striping
1495	Paint Striping	58177	Pavement Marking		Nome	Gambell Airport	38	27.0	Striping
1497	Paint Striping	58177	Pavement Marking		Nome	Shishmaref Airport	38	27.0	Striping
1767	Roadside Facilities	58165	Litter & Trash Removal	CTP	Nome	Nome Station	38	10.0	Teller Highway Bike/Ft Davis Wayside
1067	Shoulders/Slopes/Ditches	58161	Shoulders/Slopes/Ditch		Nome	Wales Airport	37	5.0	Runway Shoulder Repairs
1559	Shoulders/Slopes/Ditches	58161	Shoulders/Slopes/Ditch		Nome	Shishmaref Airport	38	5.0	Runway Shoulder Repairs (Safety Area)
1548	Shoulders/Slopes/Ditches	58161	Shoulders/Slopes/Ditch		Nome	Teller Airport	38	5.0	Runway Shoulder Repairs
1570	Signs	58176	Signs & Delineators		Nome	Gambell Airport	38	0.4	Reflective Markers
1584	Signs	58176	Signs & Delineators		Nome	Teller Airport	38	2.8	Runway Markers, Replace Windsock, and Replace Marker Boards

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29-Aug-97

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REF	TASK FORCE DEFINITION	PROGRAM CODE	AKSAS DEFINITION	HWY CLASS	STATION	HIGHWAY/AIRPORT/BLDG	ELECTION DISTRICT	COST	PROJECT
1581	Signs	58176	Signs & Delineators		Nome	Shishmaref Airport	38	0.8	Reflective Markers, Replace Windsock
1576	Signs	58176	Signs & Delineators		Nome	Savoonga Airport	38	0.6	Reflective Markers
1586	Signs	58176	Signs & Delineators		Nome	White Mountain Airport	38	0.4	Runway Markers
1585	Signs	58176	Signs & Delineators		Nome	Wales Airport	37	0.8	Reflective Markers, Replace Windsock
1640	Signs	58176	Signs & Delineators	CTP	Nome	Nome Station	38	10.0	Purchase and Install Road Signs
1562	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Nome	Nome Airport	38	14.0	Lighting Vault Rehab
1598	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Nome	Shishmaref Airport	38	1.8	Runway Light Repairs; Replace Beacon
1603	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Nome	Teller Airport	38	1.1	Runway Light Repairs
1596	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Nome	Savoonga Airport	38	1.8	Runway Light Repairs, Replace Beacon
1065	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Nome	Wales Airport	37	1.8	Runway Light Repairs; Replace Beacon
1590	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Nome	Gambell Airport	38	0.8	Runway Light Repairs
1589	Tr Signals/Luminaries/Arpt Ltg	58178	Signals/Lights/Railroad C		Nome	White Mountain Airport	38	1.3	Runway Light Repairs, Replace Beacon
405	Vegetation Mgmt	58163	Roadside Vegetation	CTP	Nome	Nome Station	38	140.0	Purchase of Brushcutter (replaces 1972 machine)
1541	Vegetation Mgmt	58163	Roadside Vegetation		Nome	White Mountain Airport	38	2.0	Brushcutting-Safety Area
1625	Vegetation Mgmt	58163	Roadside Vegetation	CTP	Nome	Council	38	6.7	Brushcutting
Total								3165.8	

29-Aug-97

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NORTHERN REGION

HIGHWAYS AND AVIATION STATION PROFILES

Barrow Station

	Lane Miles	Cost	Cost / Lane Mile
Highways			
Airports	38.5	\$523,291	\$13,605
	38.5	\$523,291	\$13,605
Lane Miles / Operator			

AIRPORT LANE MILES					
Airport	Non-Certified		Certified		Contracted Costs
	Gvl	Pvd	Gvl	Pvd	
Barrow Airport	0.0	0.0	0.0	38.5	
	0.0	0.0	0.0	38.5	

STATE EQUIPMENT FLEET VEHICLES

Trucks	ARFF	Backhoes	Brooms	Dozers	Dumps	Graders	Loaders	Sanders	Snowblowers	Snowplows	Sweepers	Attachments	Other	TotEquip
1	2				1	1	1	1	1	1		2	3	14

FACILITIES

Type	#	Sq. SF
Office/Shop	2	9,760
Equipment	1	480
	3	10,240

PERSONNEL

Allocated		Filled	
PFT	PPT/S	PFT	PPT/S
3	0	3	

EXPENDITURE DETAIL

AIRPORT COSTS

	Personnel	Travel	Contracts	Supplies	Capital	Total
Barrow Airport	\$307,096	\$16,457	\$148,847	\$49,749	\$1,143	\$523,291

Barrow Station		FY97	FY96	FY95	Average	Capital Need	Operating Need
		492,985	476,545	367,279	445,603	912,000	68,000
58100					0		
58101	Admin & Support				0		
58100	M&O ACTIVITY SUMMA				0		
58101	Admin & Support	203,560	160,611	161,921	175,364		
58101	Admin & Support	203,560	160,611	161,921	175,364		
58101	ADMIN & SUPPORT ACT	9,232	3,557	15,387	9,392		
58135	INSPECTION	103,037	35,933	36,805	58,592		
58136	SECURITY & ARFF	78,177	106,772	94,151	93,033		
58138	ALL TRAINING	13,115	11,836	15,577	13,510		
58140	SPEC EVENT & VIP REQ		2,512		837		
58102	Transportation	248,014	276,612	194,023	239,550	912,000	68,000
58105	Roadway/Runway	41,232	57,135	34,665	44,344	697,000	42,000
58102	TRANSPORTATN ACTVI				0		
58105	M&O ROADWAY/RUNW				0		
58137	HAZ MATLS CLNUP&M	8,126	1,815	4,960	4,967	647,000	20,000
58145	MAJOR PVMNT REPAIR	5,492			1,831	50,000	22,000
58146	MINOR PVMNT REPAIR	11,055	18,230	7,616	12,300		
58147	EMBANKMENT REPAIR	13,188	30,214	3,183	15,528		
58148	BLADING	2,643	2,910	5,869	3,807		
58149	DUST CONTROL	186	11	1,334	510		
58150	GRAVEL RESURFACING			7,168	2,389		
58151	PAVEMENT SWEEPING	542	3,955	4,535	3,011		
58152	BRIDGE MAINTENANCE				0		
58154	ROCK&LANDSLIDE CLN				0		
58106	Drainage & Roadside	31,049	19,096	18,114	22,753	180,000	11,000
58106	DRNAGE & RDSIDE MN				0		
58160	DRAIN STRC/NOT SNO				0	20,000	2,000
58161	SHLDER, SLOPE, DITCH		6,674	6,229	4,301		
58162	GURDRL,FENCE,BARRI				0	160,000	4,000
58163	ROADSIDE VEGETATIO				0		
58164	PARKLOTS,SDEWLK&T	156			52		
58165	LITTER & TRASH REMO	30,665	12,422	11,485	18,191		5,000
58166	FLOATS & DOCKS				0		
58167	BIKE PATH&TRAIL MNT			400	133		
58168	ANIMAL/BIRD CONTRO	228			76		
58107	Snow & Ice Control	151,304	122,617	110,785	128,235		
58107	SNOW & ICE CONTROL				0		
58170	SNOW PLOW & ICE CNT	133,929	68,504	104,526	102,320		
58171	SNOW REMOVAL & DIS	17,374	52,991	5,560	25,308		
58172	AVLNCHE CNTRL & CL		1,123		374		
58173	DRNGE STRUC THAW/C			700	233		
58108	Traffic Control	24,430	77,765	30,459	44,218	35,000	15,000
58108	TRAFFIC CONTROL SER				0		
58176	SIGNS & DELINEATORS	509	4	107	207		
58177	PAVEMENT MARKING	8,970	61,083	10,992	27,015	25,000	10,000
58178	SIGNALS,LIGHTS,RR-X	14,952	16,677	19,360	16,996	10,000	5,000
58103	Facilities	41,410	39,321	11,335	30,689		

**NORTHERN REGION MAINTENANCE AND OPERATIONS
NEEDS LIST**

REF	TASK FORCE DEFINITION	PROGRAM CODE	AKSAS DEFINITION	HWY CLASS	STATION	HIGHWAY/AIRPORT/BLDG	ELECTION DISTRICT	COST	PROJECT
710	Asphalt	58145	Major Pavement Repair		Barrow	Barrow Airport	37	50.0	Crack Sealing and Pavement Patching
1849	Drainage-Culverts	58160	Drainage Structure (not s		Barrow	Barrow Airport	37	20.0	Install heat tapes in culverts
1851	Environmental Compliance	58137	Hazardous Mat Mgmt &		Barrow	Barrow Airport	37	200.0	Hazardous material cleanup
147	Fences	58162	Guardrails, Fences & Bar		Barrow	Barrow Airport	37	150.0	Fencing Repairs
580	Paint Striping	58177	Pavement Marking		Barrow	Barrow Airport	37	25.0	Runway Painting
1890	Roadside Facilities	58162	Litter & Trash Removal		Barrow	Barrow Airport	37	10.0	Remove litter and trash
713	Tr Signals/Luminaries/Airpt Ltg	58178	Signals/Lights/Railroad C		Barrow	Barrow Airport	37	10.0	Airport Lighting Repairs
Total								465.0	

29-Aug-97

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Prepared by: Lynne Franklin, MQ Admin 451-2209

DEFERRED MAINTENANCE

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Alaska Department of Transportation & Public Facilities 1997 Pavement Condition Report

8-1-97

Denny -
I attended the
DOT Pavement, Roads, and
Materials meeting today,
which was good, and
Gary Hogins & Gene Kulwik
wanted me to send you
a copy of this. I have

also. This is just
for your info.; no
action required!

- Tim B.

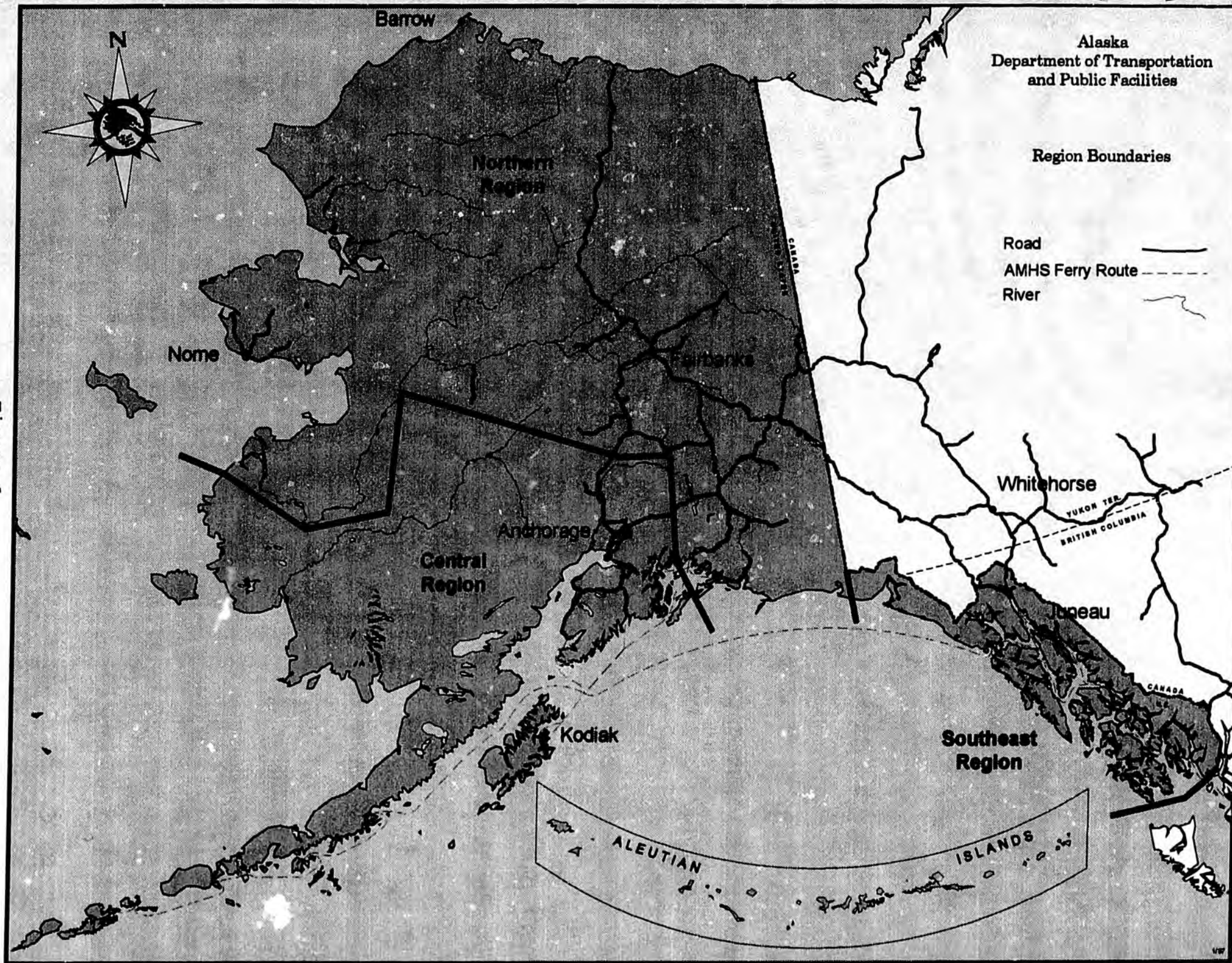
by
R. Scott Gartin, P.E.
Pavement Management Engineer

and

Tony D. Barter, P.E.
State Materials Engineer

July 31, 1997

Figure 1



DRAFT

Alaska Department of Transportation 1997 Pavement Condition Report

Summary

This report presents pavement conditions and trends for the years 1988 to 1996. Particular emphasis is on 1996. Comparisons of pavement conditions between the three Alaska Department of Transportation and Public Facilities (ADOT&PF) Regions are included. Figure 1 shows regional boundaries. Brief descriptions of current pavement management practices used in Alaska are also included. The Appendices show pavement conditions on the National Highway System (NHS) routes in each region.

A Pavement Management System (PMS) is an objective tool to aid decision makers in finding optimum strategies for maintaining pavements in a serviceable condition. The pavement management tasks involve studying pavement networks and conditions, deciding on reconstruction, rehabilitation, maintenance strategies, setting priorities, and making investment decisions. This is a complex management challenge. The PMS identifies segments which require complete or partial rehabilitation and areas where preventative maintenance will increase pavement life. With limited budgets, this type of analysis may suggest allowing a pavement to completely deteriorate and then rehabilitate for a better cost to benefit ratio.

The pavement management engineer performs life cycle cost analysis on each mile of the state highway system. The goal is to objectively select cost effective projects resulting in the greatest overall benefit to the condition index for the network. This requires the engineer to consider cost effective repairs of low to moderate levels of pavement distress. Pavement research indicates that repair of pavements while distress is at a low level provides a significant return on pavement life at a relatively low cost. Early preventative maintenance can minimize the life-cycle cost of maintaining a pavement. This system can predict future ramifications to all or part of the network based on various maintenance and rehabilitation budget levels. It is the goal of the pavement management engineer to provide information on pavement performance predictions, remaining service life, life cycle costing, project benefit/cost analysis, project development tracking, optimization models, and financial needs forecasting.

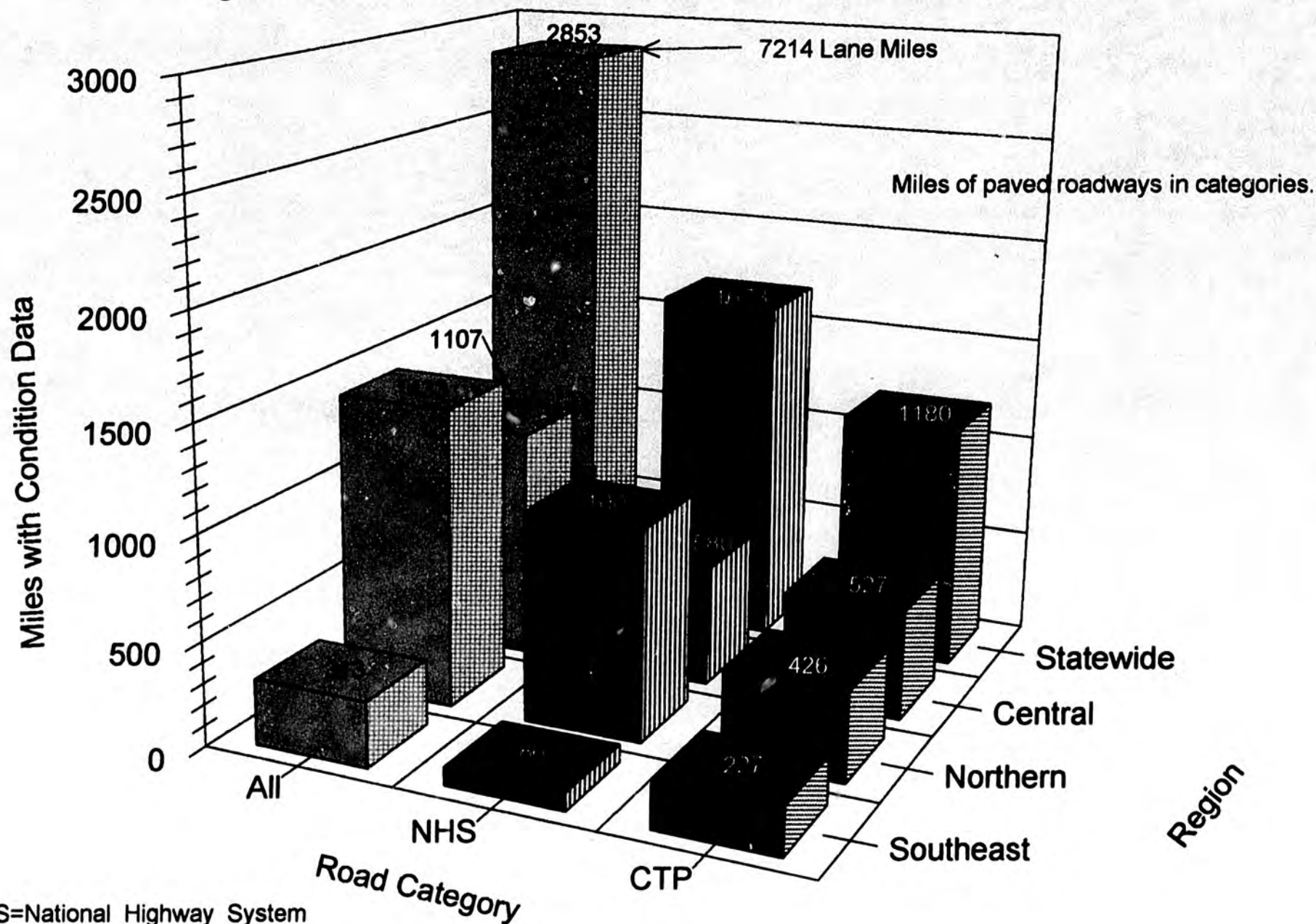
Annual data collection of field conditions are required in order to perform a system analysis. This includes automated collecting of information on rutting, cracking, patching and roughness. Condition data for the entire state is collected on a two year cycle. Wet skid resistance of pavements is measured approximately every 5 years.

The ADOT&PF is responsible for design, construction and maintenance of 5,585 centerline miles of surfaced roadways. That is 14,146 lane miles. Of this, there are approximately 3,000 centerline miles (7,500 lane miles) of paved routes, including the NHS and the Community Transportation Program (CTP). Figure 2 shows the distribution of paved roads between the three regions that pavement that have management data.

All pavements have a finite life span. Pavements are at their best on the day they are placed. Thereafter, they begin to deteriorate due to traffic loading and environmental conditions. Deterioration appears slowly at first, then gradually accelerates resulting in visible structural distress and a tangible reduction in ride quality. If the damage is observed and corrected in a timely manner, low cost strategies will restore the road to nearly it's original condition. However, if early treatment is neglected or postponed, the accumulated damage will require a more costly repair. Recognizing that damage accumulates and accelerates is key to understanding the need for early, low cost preventive maintenance treatments.

Figure 3 shows overall (average) pavement conditions in Alaska from 1988 to 1996. In 1996, Statewide the overall condition of the paved roads surveyed was *fair* and starting to decline. Pavement management analysis generally recommends that the State invests approximately \$42 million in rehabilitation and

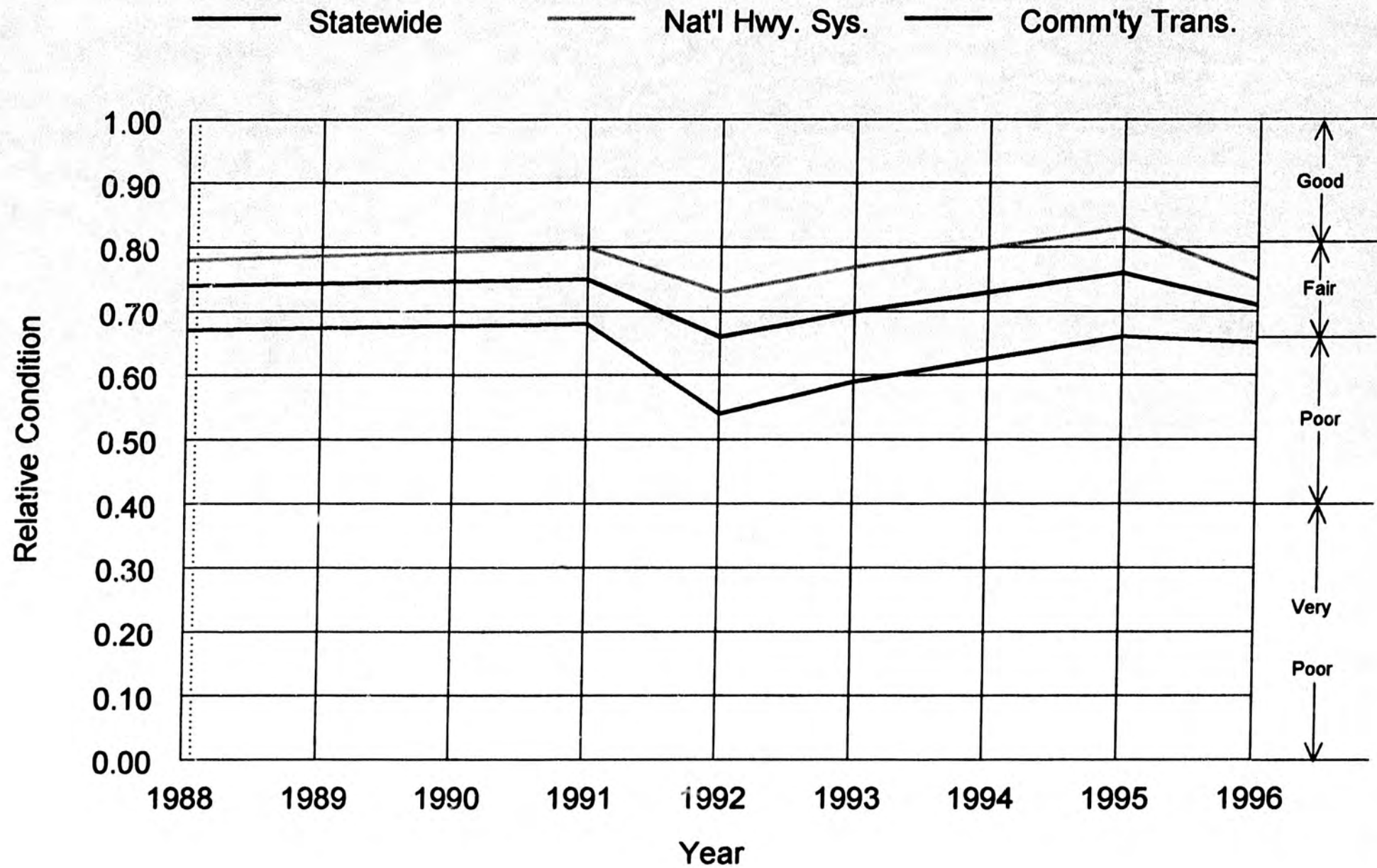
Figure 2: Miles of Paved Roads Reported by Region



NHS=National Highway System

CTP=Community Transportation Program routes

Figure 3: Overall Pavement Relative Conditions



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maintenance projects (Note: this estimate is for pavement related costs only, such as paving materials, striping, traffic control and engineering, and may not necessarily reflect total project costs). This investment level is needed to maintain and slowly improve overall pavement conditions in Alaska.

The 1997 State Transportation Improvement Plan (STIP) allocates \$23.6 million for rehabilitation and maintenance. The STIP shows \$49.3 million spending in 1998. These are *total* project costs and therefore less than is needed. Figure 4 shows the predicted affects on overall pavement conditions of the total 1997 and total 1998 STIP, including reconstruction projects. Notice that the overall pavement condition is still declining.

An ideal pavement management circumstance is called a *steady state condition*. That is a situation where the agency rehabilitates and maintains each section of roadway repeatedly in the same manner and timing. Project costs are theoretically minimized in the steady state condition and this was the goal in past pavement management practices. However, we have not reached this condition in Alaska and due to changing highway needs, traffic and climate. Unfortunately project selection often finds us reacting to failed pavements or political motivation.

Using effective pavement management strategies can reverse the decline, improving the condition of our road system, minimize variations and decrease user costs. If we fail to make the necessary investments, the number of miles slipping into the poorer categories will grow at an increasing rate. Costs of improving a system of pavements that has declined can be expected to be much more than \$42 million per year. Timely and proper maintenance will also save in the long term by preventing premature pavement and foundation failures.

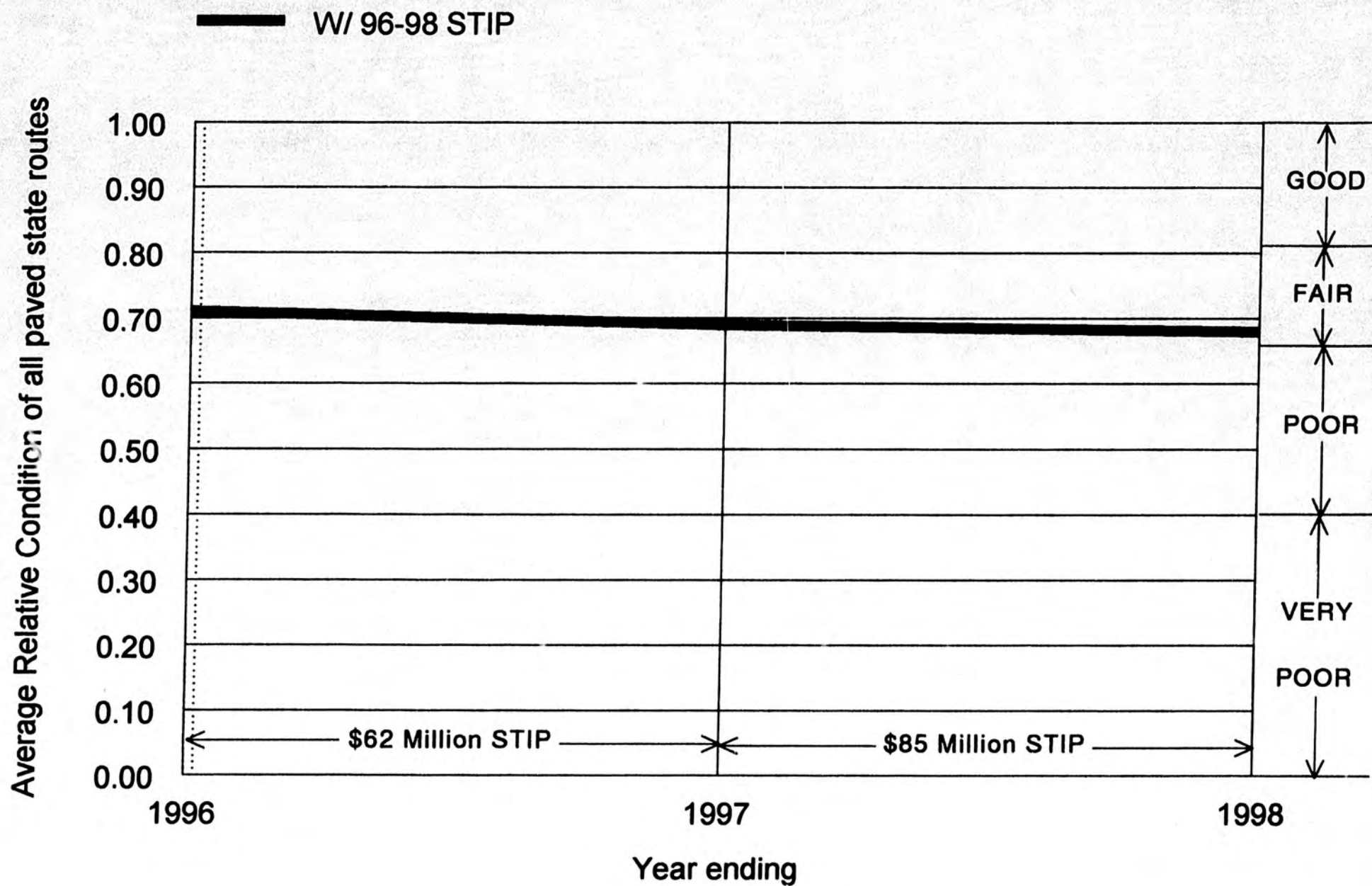
Project Costs

Rehabilitation projects include grinding (reclaiming) old pavement then overlaying, planing and replace with new pavement, asphalt treated bases, stone mastic asphalt, and new superpave options. Typical maintenance activities include crack sealing, patching, overlays, chip seals and high float surface treatment. When different rehabilitation and maintenance alternatives are being considered, the PMS can determine the life cycle cost of each alternative. Life cycle costing at the design level will provide an estimate of the most effective alternative to construct.

There are two costs when estimating a rehabilitation project. The first refers to costs of rehabilitating the asphalt surface. These costs typically are limited to a high grade maintenance effort and include costs for design and construction of asphalt rehabilitation, traffic control, and striping. With some projects there can be other expenditures relating to updating standards for other aspects of the road such as: right-of-way purchases; utility relocation's; widening; shoulder improvements; ADA requirements; safety improvements; drainage improvements and; pathways. These other improvements significantly increase project costs resulting in major rehabilitation or what would be considered reconstruction of the highway. Typically, a rehabilitation project should address preserving the structural integrity of the asphalt and embankment through asphalt surface treatments. In this case the asphalt surface treatment recommendations may only be 10% to 40% of a reconstruction project.

It costs approximately \$100,000 on average to rehabilitate one lane mile of pavement that has degenerated to Poor condition. A lane mile is a stretch of pavement one mile long by 12 feet wide. Improvement costs vary widely depending on the severity of pavement damage. Pavements that have not degenerated to Poor condition can be asphalt surface treated for approximately \$30,000 per lane mile. Simple crack sealing projects can be done for \$2,000 per lane-mile. To completely rebuild the structural section with shoulders, a pavement from the foundation up can cost \$300,000 per lane-mile. At a minimum, routine maintenance should be performed on highways to keep pavements in good condition. Table 1 presents some typical pavement rehabilitation alternatives that are used in Alaska along with relative costs.

Figure 4: Predicted Statewide Pavement Relative Condition



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Table 1: Pavement Rehabilitation Alternatives - Costs are relative to 50mm asphalt overlay		Relative Costs
50mm(2inch) Asphalt Concrete Pavement Overlay		\$1.00
50 mm Asphalt Concrete Pavement Overlay using Recycled Asphalt		\$1.00
Reclaim existing pavement + 50mm of Asphalt Concrete Pavement Overlay		\$1.20
50mm Superpave Asphalt Concrete Pavement Overlay		\$1.35
Plane existing pavement + 50mm Asphalt Concrete Overlay		\$1.50
50 mm Stone Mastic Asphalt Overlay		\$1.50
Plane existing pavement + 50 mm Stone Mastic Asphalt Overlay		\$2.00
Typical Maintenance Activities:		
Crack Sealing		\$0.02
Chip Seal - single shot asphalt surface treatment (AST) on pavement		\$0.25
Level with crushed aggregate and apply High Float AST		\$0.40-\$0.60
Bituminous Surface Treatment (BST) double shot AST		\$0.60

Factors Affecting Pavement Condition

The condition of the highway network is influenced by a number of factors. These include drainage, traffic loading, pavement age, surface type, prior maintenance and rehabilitation, studded tire usage, material types and thicknesses. Environmental influences such as precipitation, high and low temperatures, frost heaving, depths to water table and depths to perennially frozen layers also affect pavement condition. The wide variety of conditions in Alaska presents unique challenges to engineers in design, construction and maintenance of roads.

Many pavement problems in the DOT&PF Northern Region are due to thawing of permafrost or unstable soils under the road. Extreme cold temperatures also contribute to a high degree of thermal cracking in the Northern and Central Regions. High volumes of vehicles with studded tires in the Central Region combined with warmer temperatures contribute to a high degree of pavement wearing and rutting. Frequent freeze-thaw cycles during the winter also increase pot-holing and other forms of pavement damage. The Southeast Region experiences studded tire damage similar to Central Region, and has other problems relating to the high levels of precipitation.

Damage caused by the heavy pavement loads imparted by large trucks is of particular concern. In non-urban areas this is a large contributing factor in pavement deterioration.

For several years after construction of a new paving project there are few visible signs of deterioration, such as reduced ride quality or cracking. Eventually the effect of traffic loading repeated millions of times reduces the strength provided by the pavement, leading to cracking. Moisture can enter the road structure through cracks, edges or from below by frost action. Freeze and thaw cycles on wet materials weakens them and accelerates the deterioration process. Voids may develop below cracked asphalt leading to potholes. Repair costs increase exponentially if this condition is allowed to exist without any corrective action.

A Relative Condition (numerical value, 0.00 to 1.00) is given to each roadway segment, usually 1 mile in length. The relative condition number is based on the combination of ride quality, rutting and cracking that has been measured on the segment. Pavement Condition Categories are determined from the relative conditions as shown in Table 2.

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Table 2: Relative Conditions	
Numerical Values	Pavement Condition Category
0.81 - 1.00	Very Good/Good
0.66 - 0.80	Fair
0.40 - 0.65	Poor
0.00 - 0.39	Very Poor

One of the most important criteria for identifying the need to repair a highway is ride quality. This is measured by driving a van equipped with a profilometer over a pavement at highway speeds recording the road profile. Pavement roughness is calculated from the profile using an internationally standardized scale, called the International Ride Index (IRI). An IRI number has units of inches per mile or meters per kilometer. It can be thought of as the total vertical suspension travel of a typical car over a given length of roadway. The IRI is influenced by roughness, cracking, and patching.

Pavement rutting is another important criteria in determining the need for repairs. Rut depths are measured simultaneously with ride quality in the profilometer van. Rut depth is the difference between measurements from the van's front bumper at the center and in the wheel paths. The average of measurements made at less than 1 foot on centers is used as the characteristic rut depth for each roadway segment.

Cracking types and limits have been measured by visual surveys. Accurate measurement of cracking in this way depends on light conditions, moisture conditions, speed of travel and attentiveness of the surveyor. Since repeatability of crack surveys is questionable and ride quality measurements pick up influences of cracking this type of survey was discontinued in 1997.

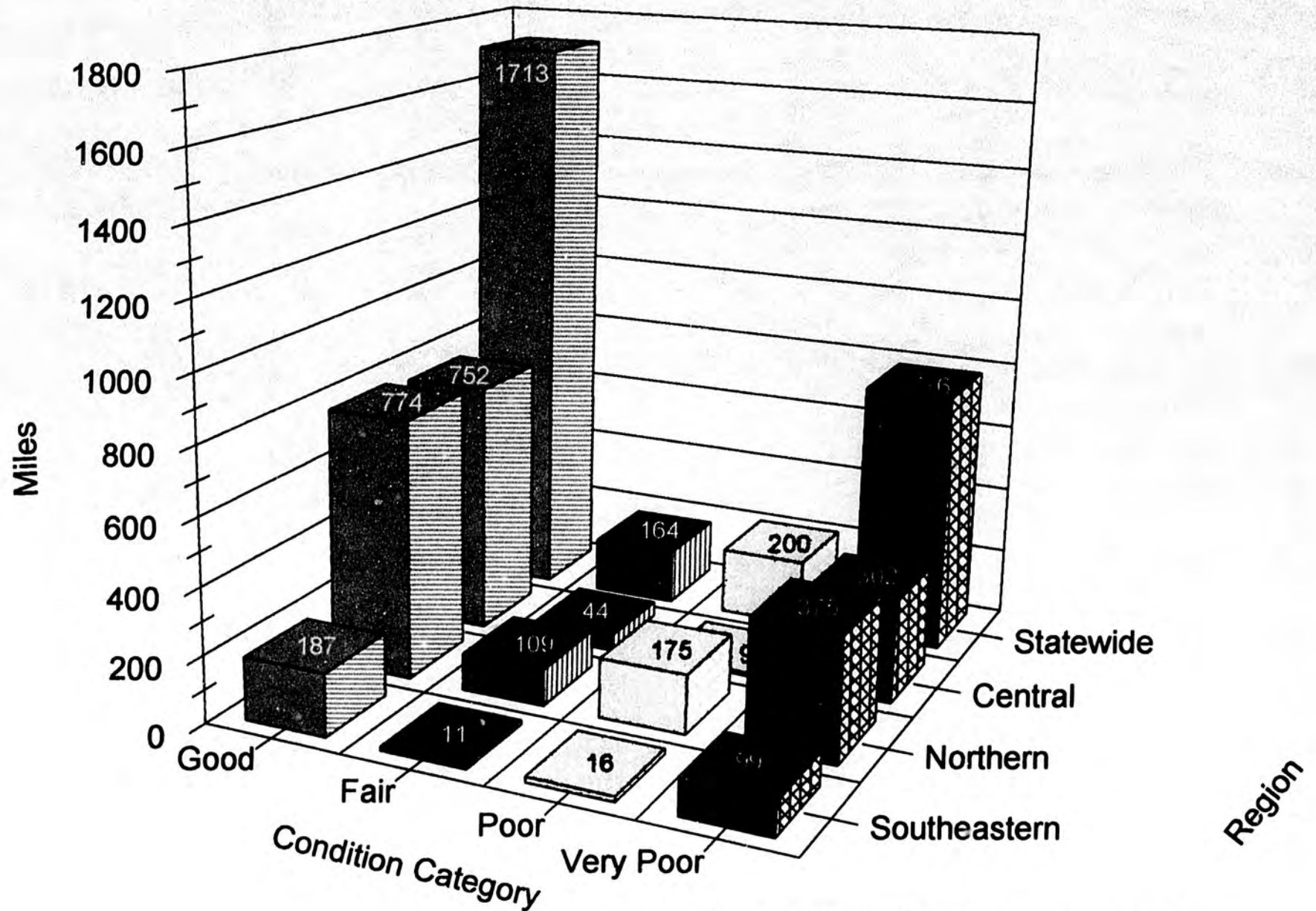
The structural capacity of a roadway, in terms of its ability to withstand repeated loads, is measured using a falling weight deflectometer (FWD). The State currently owns four FWDs which are used in pavement design. An FWD imparts loads, similar to standard dual truck tires on a pavement structure while measuring pavement deflections. This information is used to predict the remaining life of the structure in terms of fatigue cracking, roughness and rutting. Starting next year, Alaska's pavement management process will also use FWD measurements. This will improve our ability to predict future pavement conditions.

Comparisons of Regional Pavement Conditions

Figure 5 shows overall statewide and regional pavement conditions. Notice that, statewide, there were 976 miles in poor and very poor condition categories. That is 34% of the 2853 mile road system considered in pavement management at this time. The Northern Region, with 550 miles, has the greatest portion, with 38% of the paved roads in that area in these categories. The Southeast and Central Regions have 36% and 28% of the pavements in poor and very poor condition. The Southeast Region shows 115 miles and the Central Region shows 311 miles in these conditions. Regional overviews will be discussed separately in sections below.

Pavement conditions on the NHS are shown with Figure 6. There are 520 miles of a total 1,673 miles or 31% in poor and very poor condition. Again, the Northern Region has the highest portion in these condition categories with 365 miles or 36% of the NHS there. The Northern Region also has the most NHS miles in the state. The Central and Southeast Regions both have 23% of the NHS contained therein at this condition. That is, 135 miles in the Central Region and 20 miles in the Southeast Region.

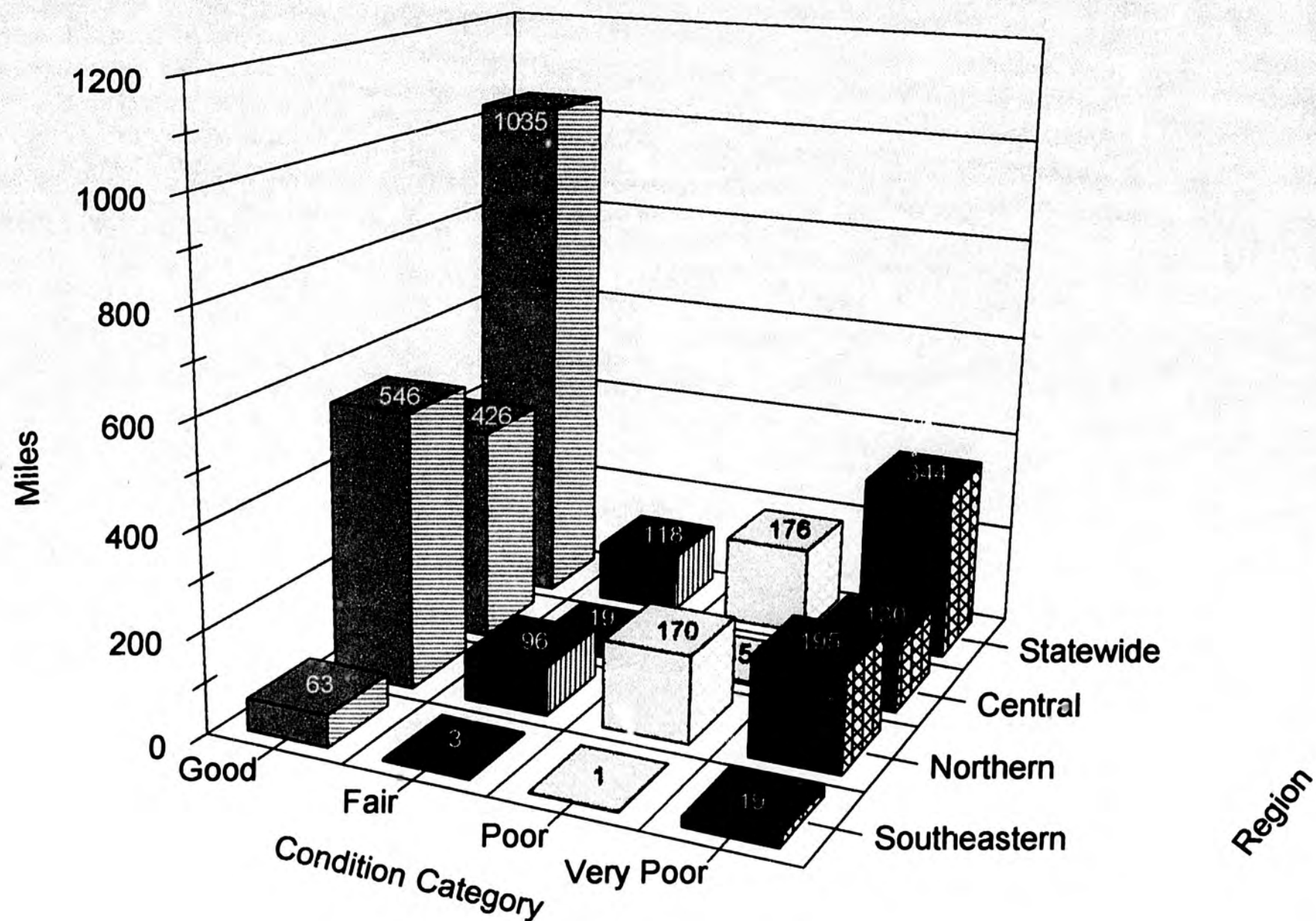
Figure 5: Statewide and Regional Pavement Conditions
Based on 1995 and 1996 Data



Number of miles in Categories shown on bars.

Figure 6: National Highway System Pavement Conditions

Based on 1996 Data



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Figure 7 shows the pavement conditions on the CTP routes. Shown are 456 miles of 1,180 miles in poor and very poor condition statewide. That is 39% of the CTP routes centerline miles. The Central Region has the greatest number of paved CTP route miles. There are 176 miles of 527 total (33%) CTP miles in the Central Region in poor or worse condition. The Northern Region has about the same length in these condition categories at 185, but with a total of 426 CTP miles it amounts to 43%. The Southeastern Region has 95 miles or 42% of 227 CTP miles in poor and very poor condition.

With the large number of miles in such low condition, wise actions must be taken in order to getting the pavement conditions to a desirable state. Future projects will have to be selected from the very poor condition categories in order to get serviceability and user costs down. Careful selection of projects within funding limits will maximize the benefits to the users. Routes with poor ride quality and higher average daily traffic cost users more money.

Figure 8 shows trends on overall pavement conditions by Regions from 1988 to 1996. After reaching a low in 1992, the conditions gradually improved until 1995. The 1996 data shows the start of a downward trend. In 1996, the average overall conditions in each of the regions is *Fair*. The Southeastern and Northern Regions are shown to be in slightly lower conditions than the Central Region.

Areas that have not reached the poorest condition due to excessive roughness or rutting are candidates for less costly maintenance alternatives for rehabilitation. Once very poor ride quality or high levels of rutting have occurred, more expensive rehabilitation or reconstruction must take place in order to bring serviceability back up to an acceptable level.

Central Region Pavement Conditions

The CTP routes in the Central Region have consistently been in worse condition than the NHS routes. See Figure 9. In 1992 the average condition on the CTP routes dipped into the *Poor* category. With work, by 1995 the CTP routes came back up into the *Fair* category. The NHS routes in this region have generally been kept in good condition. However, we see a steep downward trend on the NHS routes in 1996. This appears to be primarily due to increased rutting on the rural routes.

Many of the CTP routes in the Central Region are very old and in need of repairs. This is particularly true of CTP routes in the Palmer, Anchorage and Kenai areas.

Appendix A contains "strip charts" of the NHS route conditions in the Central Region. Kenai Spur Highway has the greatest portion in poor and very poor condition categories. This is primarily on the older rutted and cracked pavement north of Kenai.

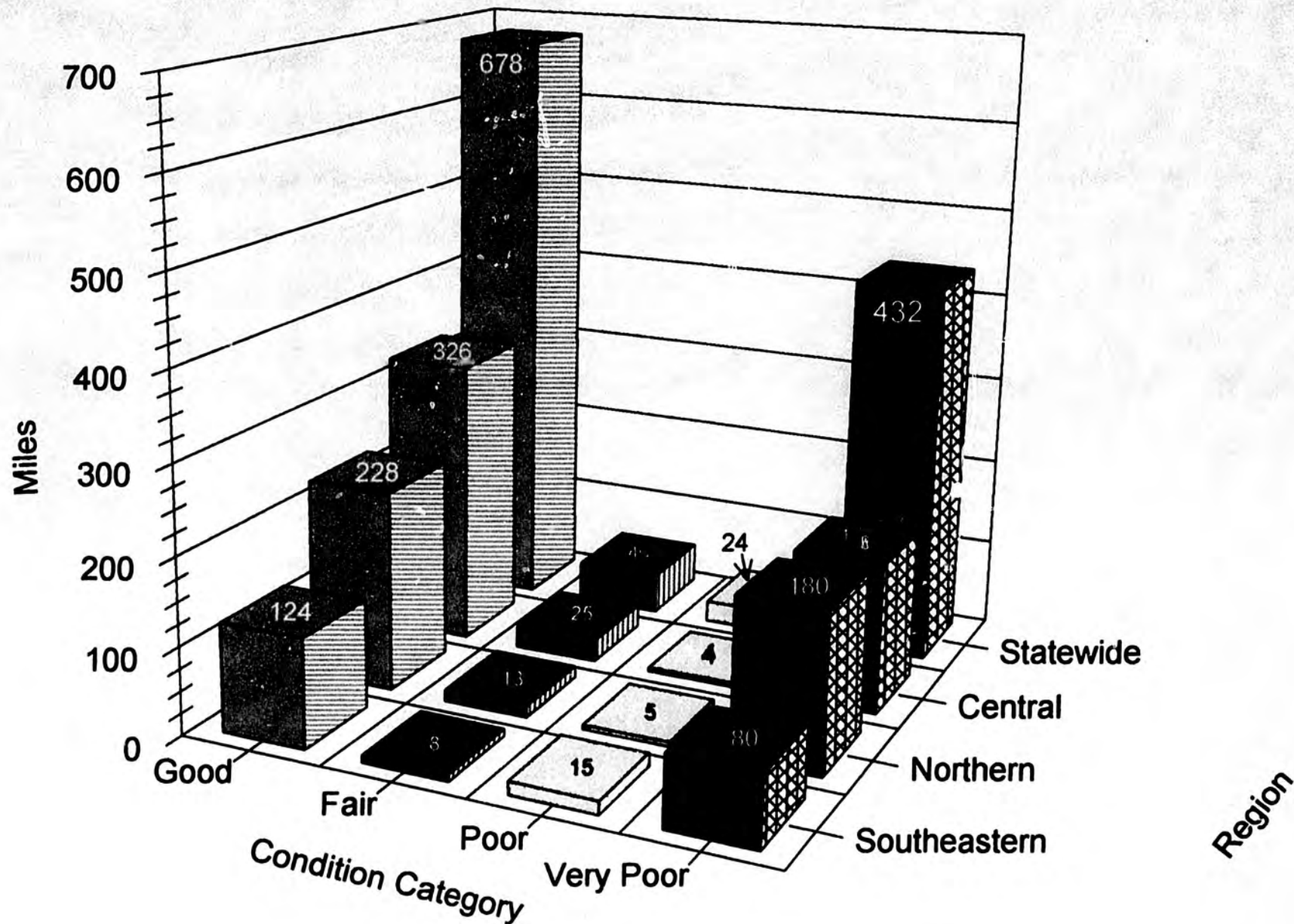
The Sterling Highway has rutting problems from Mile Post (MP) 37 to MP 57 and MP 70 to MP 81. There are ongoing construction and design projects between MP 37 and MP 57. From MP 95 to MP 110 there are rutting and cracking problems. This includes the town of Soldotna.

The Seward Highway has scattered rutting and cracking problem areas from MP 25 to 44. Similar problems areas are found in the Turnagain Pass area from MP 66 to MP 75. The pavement between MP 112 to MP 117 is found to be rough and rutted. Very poor conditions were also found on the Seward Highway project areas near Hope Road, MP 91 to MP 97 and 36th Avenue to the Glenn Highway.

The Parks Highway is generally in not too bad of shape, except where projects are ongoing. That is, in the first 6 miles and Big Lake Road to Willow Creek.

Figure 7: Community Transportation Program Pavement Conditions

Based on 1995 & 1996 Data



Number of miles shown on bars.