

ALASKA LEGISLATURE COMMITTEE FILES 1981-1982 86/2

2101 HT. DOTPF - KNICK ARM CROSSING

2101

PER DIEM & TRAVEL
(Year to Date)

As of 9/30/80 FY 80 FINAL

Regular Operations	DECK	ENGINE	STEWARDS	VESSEL ADMIN.
All Vessel S. E.	474	473	192	428
M/V TAKU	1,330	1,991	3,420	519
M/V MALASPINA	1,980	2,639	1,482	489
M/V MATANUSKA	2,849	2,312	3,085	1,875
M/V CHILKAT	3,624	602	107	-0-
M/V COLUMBIA	1,063	1,995	3,108	940
M/V LeCONTE	1,934	2,076	443	395
M/V AURORA	1,177	803	833	556
All Vessel S.W.	200	217	944	-0-
M/V TUSTUMENA	1,966	2,357	681	301
M/V BARTLETT	681	1,153	242	1,382
Ketchikan Maintenance				
M/V CHILKAT	-0-	-0-	-0-	-0-
M/V LeCONTE	-0-	-0-	-0-	-0-
M/V AURORA	-0-	-0-	-0-	-0-
M/V TAKU	(78)	-0-	-0-	-0-
Emergency & Layup				
M/V TAKU	950	381	1,007	310
M/V COLUMBIA	-0-	-0-	122	445
M/V LeCONTE	1,254	880	984	22
Annual Overhaul				
All Vessel S.E.	-0-	-0-	-0-	3,600
M/V TAKU	571	987	987	144
M/V MALASPINA	2,101	1,596	1,505	415
M/V MATANUSKA	574	748	393	310
M/V CHILKAT	829	317	-0-	31
M/V COLUMBIA	11,743	14,856	2,102	922
M/V LeCONTE	2,890	3,846	825	252
M/V AURORA	1,930	852	446	91
All Vessel S.W.	-0-	-0-	464	-0-
M/V TUSTUMENA	1,169	703	1,123	36
M/V BARTLETT	11,608	3,388	311	633
TOTAL	52,819	45,172	24,806	14,096

SALARIES TO DATE
(Year to Date)

As of 9/30/80 FY 80 FINAL

Regular Operations	DECK	ENGINE	STEWARDS	VESSEL ADMIN.
All Vessel S. E.	4,284	2,189	11,250	18,624
M/V TAKU	1,119,342	597,522	915,952	143,013
M/V MALASPINA	1,214,833	777,426	1,140,607	180,440
M/V MATANUSKA	1,526,438	994,345	1,388,674	240,669
M/V CHILKAT	350,178	127,555	42,454	857
M/V COLUMBIA	1,160,244	842,025	890,014	161,372
M/V LeCONTE	904,399	537,676	330,184	96,956
M/V AURORA	916,877	460,340	309,456	86,821
S.E. Health, Welfare, Pension	-0-	-0-	-0-	2,758,691
All Vessel S.W.	(540)	1,123	492	4,220
M/V TUSTUMENA	1,301,352	702,236	471,766	68,877
M/V BARTLETT	620,511	459,788	259,704	81,864
S.W. Health, Welfare, Pension	-0-	-0-	-0-	493,562
GRIEVANCE SETTLEMENT	-0-	-0-	-0-	202,627
Ketchikan Maintenance				
M/V CHILKAT	-0-	-0-	-0-	-0-
M/V LeCONTE	37,733	16,765	11,205	-0-
M/V AURORA	-0-	-0-	1,454	-0-
Emergency & Layup				
M/V TAKU	55,783	40,307	28,757	5,376
M/V AURORA	-0-	-0-	(871)	-0-
Annual Overhaul				
All Vessel S.E.	-0-	135,739	39,520	11,262
M/V TAKU	75,878	79,560	68,411	6,358
M/V MALASPINA	145,598	132,899	86,226	4,312
M/V MATANUSKA	94,517	156,122	97,617	7,343
M/V CHILKAT	14,200	11,192	-0-	1,297
M/V COLUMBIA	217,301	344,851	41,834	14,578
M/V LeCONTE	105,560	86,255	9,438	7,776
M/V AURORA	109,096	50,475	9,196	5,847
All Vessel S.W.	-0-	-0-	-0-	-0-
M/V TUSTUMENA	103,666	68,164	9,043	5,776
M/V BARTLETT	84,793	63,358	8,597	4,500
TOTAL	10,162,043	6,687,912	6,170,980	4,613,018

CONTRACTUAL
(Year to Date)

As of 9/30/80 FY 80 FINAL

Regular Operations	DECK	ENGINE	STEWARDS	VESSEL ADMIN.
All Vessel S. E.	(6,512)	1,570	25,819	1,422,305
M/V TAKU	1,650	11,742	25,336	33,751
M/V MALASPINA	10,030	24,577	49,406	26,536
M/V MATANUSKA	20,279	70,907	11,841	32,943
M/V CHILKAT	1,472	3,815	372	5,966
M/V COLUMBIA	18,976	56,939	20,292	37,075
M/V LeCONTE	24,806	7,458	6,082	9,295
M/V AURORA	11,162	8,306	7,791	20,485
All Vessel S.W.	-0-	90	2,358	261,742
M/V TUSTUMENA	75,776	94,536	14,798	107,269
M/V BARTLETT	5,037	1,240	6,146	22,582
Ketchikan Maintenance				
M/V CHILKAT	-0-	-0-	-0-	-0-
M/V LeCONTE	451	274	-0-	-0-
M/V AURORA	-0-	-0-	-0-	-0-
Emergency & Layup				
M/V TAKU	-0-	270	-0-	2,634
M/V MALASPINA	-0-	2,306	-0-	187
M/V MATANUSKA	-0-	1,367	-0-	8
M/V CHILKAT	-0-	582	-0-	-0-
M/V COLUMBIA	1,417	5,301	-0-	295
M/V LeCONTE	109	-0-	-0-	92
M/V TUSTUMENA	245	48	-0-	-0-
Annual Overhaul				
All Vessel S.E.	8,356	12,200	1,200	10,848
M/V TAKU	26,651	88,089	1,673	4,130
M/V MALASPINA	84,509	327,414	37,935	5,155
M/V MATANUSKA	61,852	176,565	10,897	4,560
M/V CHILKAT	9,720	26,290	23	6,911
M/V COLUMBIA	95,104	343,260	15,513	22,767
M/V LeCONTE	51,380	57,290	9,734	18,764
M/V AURORA	48,937	23,792	191	11,364
All Vessel S.W.	-0-	5,800	-0-	516
M/V TUSTUMENA	41,085	168,714	9,006	1,834
M/V BARTLETT	32,294	51,713	5,069	2,366
TOTAL	624,786	1,572,455	261,482	2,072,380

COMMODITIES
(Year to Date)

As of 9/30/80 FY 80 FINAL

Regular Operations	DECK	ENGINE	STEWARDS	VESSEL ADMIN.
All Vessel S. E.	(4,317)	54,762	54,407	3,614
M/V TAKU	9,465	900,913	275,647	2,011
M/V MALASPINA	15,548	1,142,450	351,606	2,073
M/V MATANUSKA	11,427	1,439,504	405,471	5,495
M/V CHILKAT	3,917	96,898	19,644	238
M/V COLUMBIA	18,110	1,537,797	306,958	3,461
M/V LeCONTE	16,566	621,600	115,789	1,042
M/V AURORA	12,976	610,048	98,926	1,036
All Vessel S.W.	2,200	14,201	1,611	100
M/V TUSTUMENA	15,265	620,856	129,375	2,153
M/V BARTLETT	9,785	299,128	107,315	760
Ketchikan Maintenance				
M/V CHILKAT	(24)	-0-	-0-	-0-
M/V LeCONTE	-0-	597	-0-	-0-
M/V AURORA	-0-	-0-	-0-	-0-
Emergency & Layup				
M/V TAKU	119	-0-	-0-	34
M/V MALASPINA	-0-	1,192	-0-	-0-
M/V COLUMBIA	-0-	549	-0-	-0-
M/V LeCONTE	865	203	95	103
M/V TUSTUMENA	-0-	-0-	-0-	29
Annual Overhaul				
All Vessel S.E.	10,056	52,903	2,700	159
M/V TAKU	6,981	33,475	58	4
M/V MALASPINA	12,540	15,556	4,805	26
M/V MATANUSKA	13,860	55,019	1,370	148
M/V CHILKAT	1,506	549	202	-0-
M/V COLUMBIA	5,911	182,689	2,062	14
M/V LeCONTE	13,904	38,345	-0-	-0-
M/V AURORA	14,390	7,968	-0-	49
All Vessel S.W.	-0-	32	200	-0-
M/V TUSTUMENA	10,836	29,926	-0-	43
M/V BARTLETT	12,184	14,202	-0-	-0-
TOTAL	214,070	7,771,362	1,878,241	22,592

EQUIPMENT
(Year to Date)

As of 9/30/80 FY 80 FINAL

Regular Operations	DECK	ENGINE	STEWARDS	PUBSERS
All Vessel S. E.	(60)	1,277	-0-	269
M/V TAKU	264	1,322	3,895	-0-
M/V MALASPINA	4,550	1,800	2,612	246
M/V MATANUSKA	2,016	1,447	1,699	226
M/V CHILKAT	-0-	-0-	4	-0-
M/V COLUMBIA	-0-	1,007	3,103	-0-
M/V LeCONTE	4,574	-0-	-0-	-0-
M/V AURORA	1,080	658	-0-	-0-
All Vessel S.W.	-0-	-0-	-0-	-0-
M/V TUSTUMENA	1,617	4,167	-0-	145
M/V BARTLETT	-0-	-0-	1,164	-0-
Emergency & Layup				
M/V LeCONTE	294	-0-	-0-	-0-
Annual Overhaul				
All Vessel S.E.	60	100	1,324	-0-
M/V TAKU	-0-	-0-	-0-	-0-
M/V MALASPINA	60	-0-	-0-	-0-
M/V MATANUSKA	-0-	-0-	-0-	-0-
M/V CHILKAT	-0-	-0-	-0-	-0-
M/V COLUMBIA	-0-	-0-	553	-0-
M/V LeCONTE	-0-	-0-	-0-	-0-
M/V AURORA	-0-	-0-	-0-	-0-
All Vessel S.W.	-0-	-0-	-0-	-0-
M/V TUSTUMENA	-0-	-0-	980	-0-
M/V BARTLETT	-0-	-0-	-0-	-0-
TOTAL	14,455	11,778	15,334	886

VESSEL LEAVE USAGE
As of 9/30/80 - FY 80 Final (Year to Date)

	Deck	Engine	Stewards	Admin.	TOTAL
<u>Southeast</u>					
Sick	376,378	266,807	243,850	42,318	929,353
Vacation	1,462,403	813,790	689,145	213,708	3,179,046
S.E. TOTAL	1,838,781	1,080,597	932,995	256,026	4,108,399

FY 80 - Reliefs Budget/Auth. \$4,366,523

Southwest

Sick	48,889	59,457	14,262	6,381	128,989
Vacation	643,963	427,969	257,077	59,538	1,388,547
S. W. TOTAL	692,852	487,426	271,339	65,919	1,517,536

Division Total	2,531,633	1,568,023	1,204,334	321,945	5,625,935
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FY 80 Reliefs Budget/Auth. \$2,196,930

Division Total:

Sick	1,058,342
Vacation	4,567,593
Total Expended	<u>5,625,935</u>
Total Budgeted	<u>6,563,453</u>
Under Expended	937,518

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME \$	OVERTIME \$	PERCENT
Regular Operations Stewards S.W.			
All Vessel	459	-0-	-0-
M/V TUSTUMENA	412,980	31,356	08
M/V BARTLETT	194,296	50,990	27
TOTAL	607,735	82,346	14
Annual Overhaul Stewards S.W.			
M/V TUSTUMENA	7,145	1,289	18
M/V BARTLETT	7,904	17	02
TOTAL	15,049	1,406	10
Regular Operations Pursers S.W.			
All Vessel	1,334	-0-	-0-
M/V TUSTUMENA	57,864	7,713	14
M/V BARTLETT	68,808	9,267	14
TOTAL	128,006	16,980	14
Annual Overhaul Pursers S.W.			
M/V TUSTUMENA	5,227	159	03
M/V BARTLETT	4,180	22	01
TOTAL	9,407	181	02

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME \$	OVERTIME \$	PERCENT
Regular Operations Deck - S.W.			
All Vessel	(1,080)	359	(34)
M/V TUSTUMENA	1,066,572	173,509	17
M/V BARTLETT	516,321	73,359	15
TOTAL	1,581,813	247,227	16
Annual Overhaul Deck - S.W.			
M/V TUSTUMENA	91,439	5,279	06
M/V BARTLETT	67,307	12,429	19
TOTAL	158,746	17,708	12
Regular Operations Engine - S.W.			
All Vessel	1,055	-0-	-0-
M/V TUSTUMENA	565,926	106,651	19
M/V BARTLETT	394,578	45,907	12
TOTAL	961,559	152,558	16
Annual Overhaul Engine - S.W.			
M/V TUSTUMENA	49,907	13,714	28
M/V BARTLETT	42,697	17,322	41
TOTAL	92,604	31,036	34

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME \$	OVERTIME \$	PERCENT
Regular Operations			
Pursers - S.E.			
M/V TAKU	132,721	7,272	06
M/V MALASPINA	157,781	11,961	08
M/V MATANUSKA	211,948	15,666	08
M/V CHILKAT	801	-0-	-0-
M/V COLUMBIA	145,287	8,225	06
M/V LeCONTE	84,238	8,080	10
M/V AURORA	75,857	6,409	09
All Vessel	876	222	26
TOTAL	809,509	57,835	08
Annual Overhaul			
Pursers - S.E.			
M/V TAKU	6,001	(72)	(02)
M/V MALASPINA	3,898	129	04
M/V MATANUSKA	6,645	213	04
M/V CHILKAT	1,212	-0-	-0-
M/V COLUMBIA	13,612	-0-	-0-
M/V LeCONTE	5,124	-0-	-0-
M/V AURORA	5,600	-0-	-0-
All Vessel	(137)	-0-	-0-
TOTAL	41,957	270	01
Ketchikan Maintenance			
Pursers - S.E.			
M/V CHILKAT	-0-	-0-	-0-
M/V LeCONTE	1,926	108	06
M/V AURORA	-0-	-0-	-0-
TOTAL	1,926	108	06
TOTAL S.E. Pursers	853,392	58,213	07

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME \$	OVERTIME \$	PERCENT
Regular Operations			
Stewards - S.E.			
M/V TAKU	844,066	41,783	05
M/V MALASPINA	990,433	69,659	07
M/V MATANUSKA	1,232,632	69,797	06
M/V CHILKAT	37,481	2,479	07
M/V COLUMBIA	789,394	44,209	06
M/V LeCONTE	289,696	22,002	08
M/V AURORA	268,257	21,293	08
All Vessel	10,059	430	05
TOTAL	4,462,018	271,652	06
Annual Overhaul			
Stewards - S.E.			
M/V TAKU	61,568	2,296	04
M/V MALASPINA	77,593	3,739	05
M/V MATANUSKA	85,183	5,910	07
M/V CHILKAT	-0-	-0-	-0-
M/V COLUMBIA	35,355	3,852	11
M/V LeCONTE	8,438	375	05
M/V AURORA	8,483	96	02
All Vessel	112	-0-	-0-
TOTAL	276,732	16,268	06
Ketchikan Maintenance			
Stewards - S.E.			
M/V CHILKAT	-0-	-0-	-0-
M/V LeCONTE	10,014	444	05
M/V AURORA	1,356	-0-	-0-
TOTAL	11,370	444	04
TOTAL S.E. Stewards	4,750,120	288,364	06

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME \$	OVERTIME \$	PERCENT
Regular Operations			
Engine - S.E.			
M/V TAKU	555,627	49,697	09
M/V MALASPINA	680,414	57,299	09
M/V MATANUSKA	877,899	74,061	09
M/V CHILKAT	102,493	20,340	20
M/V COLUMBIA	740,016	68,685	10
M/V LeCONTE	464,080	52,902	12
M/V AURORA	397,729	39,150	10
All Vessel	1,958	42	03
TOTAL	3,820,216	362,176	10
Annual Overhaul			
Engine - S.E.			
M/V TAKU	72,130	2,756	04
M/V MALASPINA	116,825	9,963	09
M/V MATANUSKA	117,351	28,998	25
M/V CHILKAT	7,662	2,799	37
M/V COLUMBIA	298,033	24,660	09
M/V LeCONTE	61,297	19,469	32
M/V AURORA	46,072	2,682	06
All Vessel	(1,291)	(369)	(29)
TOTAL	718,079	90,958	13
Ketchikan Maintenance			
Engine - S.E.			
M/V CHILKAT	-0-	-0-	-0-
M/V LeCONTE	12,474	3,579	29
M/V AURORA	-0-	-0-	-0-
TOTAL	12,474	3,579	29
TOTAL S.E. Engine	4,550,769	456,713	10

FY 80 FINAL
(Year to Date)

Regular Time and O.T.
(As of 9/30/80)

VESSEL	REGULAR TIME \$	OVERTIME \$	PERCENT
Regular Operations			
Deck - S.E.			
M/V TAKU	984,215	129,122	14
M/V MALASPINA	1,002,154	135,872	14
M/V MATANUSKA	1,278,145	174,957	14
M/V CHILKAT	298,782	33,924	12
M/V COLUMBIA	974,970	137,356	14
M/V LeCONTE	723,689	137,230	19
M/V AURORA	745,131	124,182	17
All Vessel	4,029	-0-	-0-
TOTAL	6,011,115	872,643	15
Annual Overhaul			
Deck - S.E.			
M/V TAKU	68,696	2,163	04
M/V MALASPINA	135,797	5,116	04
M/V MATANUSKA	83,901	4,414	06
M/V CHILKAT	11,411	1,851	17
M/V COLUMBIA	190,450	14,966	08
M/V LeCONTE	76,079	22,740	30
M/V AURORA	101,050	4,425	05
All Vessel	-0-	-0-	-0-
TOTAL	667,384	55,675	09
Ketchikan Maintenance			
Deck - S.E.			
M/V CHILKAT	-0-	-0-	-0-
M/V LeCONTE	26,018	9,368	36
M/V AURORA	-0-	-0-	-0-
TOTAL	26,018	9,368	36
TOTAL S.E. Deck	6,704,517	937,686	14

MARINE HIGHWAY TRAFFIC & REVENUE

vessel _____

SUMMARY SHEET - SOUTHWEST SYSTEM

1979-80 FY

MONTH		PASSENGERS		VEHICLES		STEWARD REVENUE		TOTAL REVENUE		ESTIMATED REVENUE
		PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	
JULY	COUNT	12,109	12,704	2,675	2,790					480,000
	REVENUE	247,551	274,678	161,795	169,674	65,627	77,887	474,973	522,239	
AUGUST	COUNT	13,050	12,813	2,925	2,796					480,000
	REVENUE	254,491	271,220	167,424	171,252	70,244	65,144	492,159	507,616	
SEPTEMBER	COUNT	6,035	5,603	1,655	1,747					260,000
	REVENUE	100,082	120,197	106,413	108,122	43,324	44,906	249,819	273,225	
OCTOBER	COUNT	1,290	1,612	817	894					110,000
	REVENUE	20,730	11,882	55,574	61,189	12,731	14,654	89,035	87,725	
NOVEMBER	COUNT	804	1,136	468	486					15,000
	REVENUE	9,677	7,479	25,932	34,898	7,574	9,034	43,183	51,411	
DECEMBER	COUNT	905	1,171	406	475					15,000
	REVENUE	9,500	8,831	24,041	40,086	7,527	12,283	41,068	61,200	
JANUARY	COUNT	955	401	432	85					40,000
	REVENUE	9,513	2,260	22,740	4,879	6,377	2,248	38,630	9,387	
FEBRUARY	COUNT	375	293	115	101					30,000
	REVENUE	6,658	1,860	13,039	5,353	6,901	221	26,598	7,434	
MARCH	COUNT	253	845	101	471					40,000
	REVENUE	2,229	7,110	4,434	47,975	1,174	1,285	7,837	56,370	
APRIL	COUNT	1,326	1,487	632	781					60,000
	REVENUE	15,882	11,525	48,337	63,753	9,985	13,645	74,204	88,923	
MAY	COUNT	3,871	2,235	1,260	919					190,000
	REVENUE	73,373	51,753	85,092	79,265	25,499	26,678	183,964	157,696	
JUNE	COUNT	8,042	9,088	2,144	2,145					380,000
	REVENUE	172,184	216,980	133,363	156,519	42,953	58,546	348,500	432,045	
TOTAL	COUNT	48,015	49,388	13,630	13,279					2,100,000
	REVENUE	921,870	985,775	848,184	942,965	299,916	326,531	2,069,970	2,255,271	

MARINE HIGHWAY TRAFFIC & REVENUE

vessel

SUMMARY SHEET - SOUTHEAST SYSTEM

1979-80 FY

MONTH		PASSENGERS		VEHICLES		STEWARD REVENUE		TOTAL REVENUE		ESTIMATED REVENUE
		PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	PREVIOUS YEAR	CURRENT YEAR	
JULY	COUNT	40,896	44,710	8,483	9,003					3,200,000
	REVENUE	1,220,720	1,535,994	1,054,243	1,257,555	476,376	683,970	2,751,339	3,477,519	
AUGUST	COUNT	43,275	46,274	8,623	9,317					3,300,000
	REVENUE	1,346,021	1,520,109	1,161,781	1,220,729	648,392	657,477	3,156,194	3,398,315	
SEPTEMBER	COUNT	23,708	25,342	795	6,136					2,200,000
	REVENUE	747,697	866,326	874,504	902,561	409,300	514,135	2,031,901	2,283,022	
OCTOBER	COUNT	11,689	13,255	3,807	4,278					1,100,000
	REVENUE	286,176	214,005	539,646	656,737	188,544	196,570	1,014,366	1,067,312	
NOVEMBER	COUNT	9,894	10,981	2,835	3,368					900,000
	REVENUE	173,075	123,155	371,437	481,429	125,929	146,478	670,442	751,062	
DECEMBER	COUNT	10,546	12,128	2,745	2,994					900,000
	REVENUE	177,363	141,825	346,389	440,581	117,777	134,011	641,529	716,417	
JANUARY	COUNT	8,023	8,943	2,056	2,215					800,000
	REVENUE	146,666	119,156	307,613	373,466	126,577	135,072	580,856	627,694	
FEBRUARY	COUNT	9,910	10,431	2,010	2,330					700,000
	REVENUE	159,997	121,934	293,955	365,393	118,086	131,150	572,038	618,477	
MARCH	COUNT	10,789	13,353	3,068	3,328					800,000
	REVENUE	189,677	168,463	414,207	493,166	128,312	212,175	732,196	873,804	
APRIL	COUNT	12,951	14,652	3,617	3,710					1,000,000
	REVENUE	227,655	223,553	419,243	524,533	184,984	220,058	831,882	968,144	
MAY	COUNT	18,925	17,047	4,928	4,515					1,800,000
	REVENUE	567,631	459,310	750,372	551,170	270,952	221,190	1,588,955	1,231,670	
JUNE	COUNT	31,940	34,467	7,341	7,528					2,800,000
	REVENUE	1,079,283	1,245,719	1,060,830	1,081,661	498,256	558,495	2,638,369	2,895,875	
TOTAL	COUNT	232,546	251,583	55,608	58,722				9.9%	19,500,000
	REVENUE	6,321,962	6,739,549	7,594,620	8,348,981	3,293,485	3,820,781	17,210,067	18,909,311	

ALASKA MARINE HIGHWAY TRAFFIC VOLUMES

BY PORT
1979

S. E. MAINLINE VESSELS

MV TAKU
MV MALASPINA
MV MATANUSKA
MV COLUMBIA

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch R
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	SEATTLE		PR. RUPERT		KETCHIKAN		WRANGELL		PETERSBURG		SITKA		JUNEAU		HAINES		SKAGWAY		TOTAL ON	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	705	351	455	183	828	171	381	75	531	92	242	72	1411	290	982	350	346	116	5611	1700
FEBRUARY	770	384	281	126	1001	175	425	54	713	75	500	62	950	245	729	208	202	63	5571	1402
MARCH	1230	674	705	309	935	187	500	89	503	103	196	59	1340	355	829	317	466	110	6704	2203
APRIL	1175	570	841	376	1339	340	263	86	317	120	275	67	1428	366	1262	482	697	151	7597	2558
MAY	2586	820	1255	521	1301	298	481	130	813	163	467	130	2090	565	1730	632	1263	222	11986	3481
JUNE	4300	934	3661	1070	2405	587	848	218	1129	277	857	196	4255	904	3893	1188	2928	461	24276	5835
JULY	4586	815	4739	1067	3040	576	1157	256	1396	322	1430	313	5991	1066	6302	1752	4758	642	33399	6809
AUGUST	3979	787	4143	931	2901	626	1154	260	1665	365	1373	269	6986	1335	7658	2085	5613	780	35472	7438
SEPTEMBER	2173	570	1282	338	1904	446	791	156	972	204	669	173	3263	746	3318	1152	3176	488	17548	4273
OCTOBER	1175	524	675	288	1316	388	425	128	648	188	327	107	1426	516	1657	703	680	187	8329	3029
NOVEMBER	772	453	429	251	1003	271	329	115	599	141	195	89	1546	368	1044	457	435	129	6352	2274
DECEMBER	926	427	277	143	1277	299	523	78	658	103	262	77	1270	335	929	348	394	108	6516	1918
TOTAL	24377	7309	18743	5603	19250	4384	7277	1655	9944	2153	6793	1614	31686	7091	30333	9674	20958	3457	169361	42920

PASSENGERS AND VEHICLES - DISEMBARKING

MONTH	SEATTLE		PR. RUPERT		KETCHIKAN		WRANGELL		PETERSBURG		SITKA		JUNEAU		HAINES		SKAGWAY		TOTAL OFF	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	600	324	305	113	988	199	338	80	657	112	203	87	1231	365	915	304	374	116	5611	1711
FEBRUARY	427	257	276	93	951	187	494	66	705	110	672	86	1114	278	704	250	228	75	5571	1402
MARCH	483	260	315	106	1172	361	399	106	581	138	288	89	1657	516	1224	475	585	152	6704	2203
APRIL	739	278	594	227	1476	429	403	115	636	166	170	87	1483	505	1401	592	695	159	7597	2558
MAY	1144	271	822	272	1387	467	515	155	912	204	667	204	2487	720	2276	885	1776	303	11986	3481
JUNE	2196	504	2471	633	2508	596	988	252	1326	323	1130	266	4638	1092	4855	1535	4164	634	24276	5835
JULY	3321	658	4684	1084	3274	677	1084	253	1598	350	1569	335	6235	1204	5655	1481	5979	767	33399	6809
AUGUST	3522	623	5450	1331	3059	700	1002	279	1596	389	1402	292	7081	1262	6137	1561	6223	1001	35472	7438
SEPTEMBER	2924	646	2539	773	1705	425	685	136	1014	212	657	206	3248	796	2273	750	2503	329	17548	4273
OCTOBER	1634	636	1014	425	1144	370	341	121	597	157	325	115	1519	537	1037	468	718	200	8329	3029
NOVEMBER	711	357	510	253	1102	310	410	106	704	140	143	93	1437	476	902	403	433	136	6352	2274
DECEMBER	1242	406	521	220	956	239	460	85	613	88	252	70	1307	421	787	288	378	101	6516	1919
TOTAL	18943	5220	19501	5530	19683	4960	7119	1754	10939	2389	7478	1930	33437	8172	28166	8992	24056	3973	169361	42920

ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT
1979

M.V. LE CONTE

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pack R
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	SKAGWAY		HAINES		JUNEAU		HOONAH		TENAKEE		ANGOON		SITKA		KAKE		PETERSBURG		WRANGELL		HOLLIS		KETCHIKAN		PELICAN		FALSE IS.		TOTAL ON	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	OUT		OF		SERVICE																									
FEBRUARY	5	1	14	2	35	8	182	8	4	0	44	1	393	29	60	4	12	7	13	0	72	3	87	8					921	71
MARCH	53	15	178	21	902	124	263	52	40	0	316	32	371	55	338	45	217	35	23	4	74	26	82	20	19	3	2886	432		
APRIL	85	25	138	48	1091	170	410	43	40	0	226	25	157	45	167	18	253	31	81	5	22	15	257	33	20	4	2947	462		
MAY	131	30	218	58	1192	187	270	44	84	0	257	36	442	66	357	57	340	65							33	0	3324	543		
JUNE	271	49	340	100	1290	241	295	49	28	0	302	53	648	108	405	38	559	79							31	2	4169	719		
JULY	572	106	724	174	1755	309	329	45	50	0	278	33	776	93	387	40	431	67							84	0	15	0	5401	867
AUGUST	462	85	861	236	1706	308	315	57	56	0	296	31	542	56	527	49	495	58							48	3	34	0	5342	883
SEPTEMBER	238	59	376	127	841	178	324	69	29	0	319	41	520	65	335	55	311	49							37	1	23	0	3353	644
OCTOBER	132	41	163	93	771	185	258	71	33	0	151	36	259	49	157	29	188	28	47	7	106	29	86	38	31	3	25	0	2407	609
NOVEMBER	101	16	201	54	786	166	392	101	87	0	306	52	367	51	258	56	189	42	41	11	224	86	184	81	18	3	41	0	3195	719
DECEMBER	38	7	123	12	778	94	251	50	124	0	285	42	398	47	387	49	337	42	88	15	255	81	250	71	18	3	9	0	3341	513
TOTAL	2098	434	3336	925	11147	1970	3289	589	575	0	2780	382	4873	664	3378	440	3332	503	293	42	753	240	946	251	339	22	147	0	37286	6462

PASSENGERS AND VEHICLES - DISEMBARKING

MONTH	SKAGWAY		HAINES		JUNEAU		HOONAH		TENAKEE		ANGOON		SITKA		KAKE		PETERSBURG		WRANGELL		HOLLIS		KETCHIKAN		PELICAN		FALSE IS.		TOTAL OFF	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	OUT		OF		SERVICE																									
FEBRUARY	32	3	81	5	188	24	196	8	3	0	60	4	185	11	62	9	6	0	17	0	34	4	57	3					921	71
MARCH	59	13	112	29	955	99	451	70	43	0	296	33	253	44	333	51	140	34	46	3	83	23	102	30	13	3	2886	432		
APRIL	84	26	157	47	955	121	273	43	33	0	253	27	450	91	259	26	131	20	15	4	76	21	237	27	24	5	2947	460		
MAY	195	69	379	112	1169	119	161	37	73	0	337	44	273	59	301	51	380	51							56	1	3324	543		
JUNE	410	94	425	144	1082	203	374	55	49	0	380	59	561	97	468	35	377	33							43	2	4169	721		
JULY	893	129	746	211	1573	244	363	58	57	0	332	34	575	109	377	47	385	34							77	1	23	0	5401	867
AUGUST	445	79	860	195	1597	318	412	68	72	0	322	34	597	86	455	53	505	48							57	2	14	0	5336	883
SEPTEMBER	176	49	294	81	943	205	310	52	38	0	353	56	602	96	273	54	318	50							20	1	32	0	3359	644
OCTOBER	76	29	216	69	541	165	288	71	42	0	168	34	387	79	149	30	156	39	35	6	99	37	205	44	18	6	27	0	2407	609
NOVEMBER	63	10	191	58	733	150	423	92	83	0	308	45	435	74	194	31	188	36	60	11	172	77	283	133	8	1	54	0	3195	719
DECEMBER	20	1	61	13	780	88	330	67	108	0	314	32	432	62	338	45	265	43	93	19	176	50	393	89	25	4	6	0	3341	513
TOTAL	2453	504	3522	965	10516	1736	3581	621	607	0	3123	401	4750	808	3209	417	2051	388	266	43	640	212	1277	326	341	26	156	0	37286	6462

ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT
1979

M.V. AURORA

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch B
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	PR. RUPERT	KETCHIKAN	HOLLIS	WRANGELL	PETERSBURG	JUNEAU	KAKE	SITKA	ANGOON	TENAKEE	HOONAH	HAINES	SKAGWAY	PELICAN	OTHER	TOTAL ON	
	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.
JANUARY		287 79	209 56	40 2	180 27	375 57	171 20	304 38	243 18	44 0	240 31	189 22	73 13	20 0			2375 363
FEBRUARY		162 42	65 23	87 6	156 14	389 59	85 16	276 32	212 19	17 0	162 20	139 16	103 10	30 2			1883 259
MARCH		OUT		OF		SERVICE											
APRIL	37 26	2 1														1 17	40 44
MAY	439 171	883 215	618 115	48 9	71 6	41 16											2100 532
JUNE	747 238	1443 236	654 174	52 12	69 14	72 16										9 0	3046 690
JULY	854 202	1820 320	687 164	111 12	154 30	253 44											3879 772
AUGUST	540 121	1760 415	851 213	58 11	165 35	192 70											3566 865
SEPTEMBER	362 94	1106 314	795 210	28 6	97 21	88 22											2476 667
OCTOBER	3 2	39 14	15 4														57 20
NOVEMBER		OUT		OF		SERVICE											
DECEMBER		OUT		OF		SERVICE											
TOTAL	2982 854	7502 1636	3894 959	424 58	892 147	1410 284	256 36	580 70	455 37	61 0	402 51	328 38	176 23	50 2	10 17		19422 4212

PASSENGERS AND VEHICLES - DISEMBARKING

MONTH	PR. RUPERT	KETCHIKAN	HOLLIS	WRANGELL	PETERSBURG	JUNEAU	KAKE	SITKA	ANGOON	TENAKEE	HOONAH	HAINES	SKAGWAY	PELICAN	OTHER	TOTAL OFF	
	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.	Pass. Veh.
JANUARY		259 62	284 76	38 4	88 16	551 58	202 28	305 33	203 26	54 3	201 25	127 25	39 12	24 1			2375 363
FEBRUARY		160 36	123 27	95 6	86 9	306 45	90 14	523 54	169 17	27 1	146 19	59 11	65 9	33 3	1 8		1883 259
MARCH		OUT		OF		SERVICE											
APRIL	2 1	38 43															40 44
MAY	194 55	923 229	702 172	62 15	68 20	151 41											2100 532
JUNE	476 104	1441 315	677 172	72 16	148 35	164 48										58 0	3046 690
JULY	757 160	1650 298	855 200	111 19	209 39	297 56											3879 772
AUGUST	891 267	1463 295	876 225	73 19	128 28	135 31											3566 865
SEPTEMBER	480 145	1032 267	770 221	53 6	75 13	66 15											2476 667
OCTOBER	31 7	15 5	11 0														57 20
NOVEMBER		OUT		OF		SERVICE											
DECEMBER		OUT		OF		SERVICE											
TOTAL	2831 739	6981 1550	4298 1093	504 85	802 160	1670 294	292 42	828 87	372 37	81 4	347 44	186 36	104 21	57 4	69 16		19422 4212

**ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT
1979**

M.V. CHILKAT

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch R
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	KETCHIKAN		METLAKATLA		HOLLIS		THORNE BAY		TOTAL ON	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY										
FEBRUARY	600	109	531	73	181	37			1312	219
MARCH	1069	281	671	154	410	111			2150	546
APRIL	1093	277	765	157	302	84			2160	518
MAY	705	179	816	177					1521	356
JUNE	657	156	815	153					1472	309
JULY	606	160	635	135					1241	295
AUGUST	719	189	819	166					1538	355
SEPTEMBER	640	206	710	194					1350	400
OCTOBER	834	257	588	162	231	85			1653	504
NOVEMBER	932	287	669	184	250	98			1851	569
DECEMBER	1029	269	863	215	177	51	32	6	2101	535
TOTAL	8884	2370	7882	1770	1551	466	32	6	18349	4612

PASSENGERS AND VEHICLES - DISEMBARKING

MONTH	KETCHIKAN		METLAKATLA		HOLLIS		THORNE BAY		TOTAL OFF	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY										
FEBRUARY	712	110	448	79	152	30			1312	219
MARCH	1081	265	710	172	359	109			2150	546
APRIL	1067	241	752	161	341	116			2160	518
MAY	816	177	705	179					1521	356
JUNE	815	153	657	156					1472	309
JULY	635	135	606	160					1241	295
AUGUST	819	166	719	189					1538	355
SEPTEMBER	710	194	640	206					1350	400
OCTOBER	819	247	624	177	210	80			1653	504
NOVEMBER	919	282	742	205	190	82			1851	569
DECEMBER	1072	272	924	220	91	43	14	6	2101	535
TOTAL	9465	2242	7527	1904	1343	460	14	6	18349	4612

**ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT
1979**

M. V. BARTLETT

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch R
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	CORDOVA		VALDEZ		WHITTIER		ELAMAR		TOTAL ON	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	200	43	193	51			31	0	424	94
FEBRUARY	77	35	75	34			5	0	157	69
MARCH	108	42	101	59			44	0	253	101
APRIL	270	68	374	141			4	0	648	209
MAY	303	87	1157	309	613	136	5	0	2078	532
JUNE	281	102	2600	623	2317	493			5198	1218
JULY	260	79	3914	794	3314	633			7488	1506
AUGUST	624	176	3656	766	3211	610			7491	1552
SEPTEMBER	257	106	1898	485	975	229			3130	820
OCTOBER	305	162	274	139			6	0	585	301
NOVEMBER	273	72	265	76					538	148
DECEMBER	221	58	242	61			32	0	495	119
TOTAL	3179	1030	14749	3538	10430	2101	127	0	28485	6669

PASSENGERS AND VEHICLES - DISEMBARKING

MONTH	CORDOVA		VALDEZ		WHITTIER		ELAMAR		TOTAL OFF	
	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.	Pass.	Veh.
JANUARY	221	51	179	43			24	0	424	94
FEBRUARY	80	34	74	35			3	0	157	69
MARCH	139	59	70	42			44	0	253	101
APRIL	377	141	257	68			4	0	648	209
MAY	407	163	850	207	808	162	3	0	2078	532
JUNE	368	137	2451	557	2378	524	1	0	5198	1218
JULY	357	95	3420	696	3711	715			7488	1506
AUGUST	427	149	3557	765	3507	638			7491	1552
SEPTEMBER	188	86	1142	315	1798	419	2	0	3130	820
OCTOBER	279	139	298	162			8	0	585	301
NOVEMBER	265	76	258	72			15	0	538	148
DECEMBER	231	61	242	58			22	0	495	119
TOTAL	3339	1191	12818	3020	12202	2458	126	0	28485	6669

ALASKA MARINE HIGHWAY
TRAFFIC VOLUMES
BY PORT

M.V. TUSTUMENA

State of Alaska
Department of Transportation
and Public Facilities
Div. of Marine Highway Systems
Pouch R
Juneau, Alaska 99811

PASSENGERS AND VEHICLES - EMBARKING

MONTH	SEWARD Pass. Veh.	PORT LIONS Pass. Veh.	KODIAK Pass. Veh.	HOMER Pass. Veh.	SELDOVIA Pass. Veh.	CORDOVA Pass. Veh.	VALDEZ Pass. Veh.	SAND POINT Pass. Veh.	KING COVE Pass. Veh.	OTHER Pass. Veh.	TOTAL ON Pass. Veh.
JANUARY	73 42	21 11	145 113	175 107	111 64						525 337
FEBRUARY	128 41					89 5				1 0	218 46
MARCH	OUT	OF	SERVICE								
APRIL	110 81	21 9	158 104	242 129						41 42	572 365
MAY	297 110	31 13	361 174	616 281	184 75	101 26	69 31	57 1	47 1		1763 712
JUNE	639 171	35 20	744 265	940 348	263 115	276 38	183 65	34 0	42 0		3206 1022
JULY	899 168	44 13	948 259	1455 390	561 198	483 49	299 82				4689 1159
AUGUST	1018 226	46 17	1169 330	1356 396	741 195	477 66	421 117				5228 1347
SEPTEMBER	351 125	38 20	500 198	678 270	313 156	322 74	153 62	32 3	50 5		2437 913
OCTOBER	162 108	8 5	319 176	316 189	143 98	5 15		39 1	30 1		1022 593
NOVEMBER	105 59	21 14	244 131	225 103	94 58						689 365
DECEMBER	136 93	35 11	146 100	159 85	60 40					5 1	541 330
TOTAL	3918 1224	350 133	4734 1850	6162 2298	2470 999	1753 273	1125 357	162 5	169 7	47 43	20890 7189

PASSENGER AND VEHICLES - DISEMBARKING

MONTH	SEWARD Pass. Veh.	PORT LIONS Pass. Veh.	KODIAK Pass. Veh.	HOMER Pass. Veh.	SELDOVIA Pass. Veh.	CORDOVA Pass. Veh.	VALDEZ Pass. Veh.	SAND POINT Pass. Veh.	KING COVE Pass. Veh.	OTHER Pass. Veh.	TOTAL OFF Pass. Veh.
JANUARY	53 56	15 10	165 104	184 112	108 55						525 337
FEBRUARY	89 5					107 9				22 32	218 46
MARCH	OUT	OF	SERVICE								
APRIL	95 84	259 163	109 60	99 54							572 365
MAY	180 72	47 18	597 257	396 176	259 113	108 31	54 16	71 14	51 15		1763 712
JUNE	503 121	60 18	931 312	739 276	415 162	307 56	180 64	35 8	36 5		3206 1022
JULY	868 156	82 19	1163 327	1112 358	664 186	475 46	325 77				4689 1159
AUGUST	943 193	165 50	998 296	1475 399	641 188	557 86	449 135				5228 1347
SEPTEMBER	444 114	46 15	659 258	604 280	287 117	138 45	178 57	41 12	40 15		2437 913
OCTOBER	125 85	20 11	362 195	326 193	126 75	5 12		27 8	31 14		1022 593
NOVEMBER	77 48	28 32	228 106	260 133	96 46						689 365
DECEMBER	74 51	21 10	105 76	151 95	116 56					74 42	541 330
TOTAL	3451 985	494 187	5467 2084	5356 2082	2811 1052	1697 285	1186 349	174 42	158 49	96 74	20890 7189

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
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 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
ABBOTT	MICHAEL J	19,390.02
ACTOR	STEPHEN E	6,185.10
AGAHONA	PONCE B	32,792.47
AHLEN	SVEN Y	18,352.59
AKERS	MELVIN R	46,526.49
AKREP	ELIZABETH	19,002.54
ALEXANDER	BRUCE	15,499.92
ALEXANDER	JACK R	7,694.73
ALLAIN	JOSEPH L	32,213.22
ALLEN	WYLIE A	23,180.76
ALSUP	BILLIE	29,913.47
AMBES	ROBERT P	7,936.16
AMON	JOE W	30,714.75
ANDERSON	DAVID A	32,296.36
ANDERSON	LUCILLE R	4,647.91
ANDERSON	MICHAEL G	42,154.68
ANDERSON	TIMOTHY T	19,659.10
ANDREW	WILLIAM	934.47
ANDROES	JERRY	24,625.98
ANSLOW	GARY B	30,998.25
APLING	HENRY L	15,543.21
ARMSTRONG	DONALD F	14,887.33
ARMSTRONG	ROBERT H	35,064.78
ASPINWALL	THOMAS H	54,562.98
ATKINSON	THOMAS J	29,478.87
AUSTIN	JOE H	31,696.87
AUSTIN	WILLIAM C	1,233.82
AVART	CHARLES	2,744.00
AWBREY	LORETTA M	377.55
BACH	CURTIS E R	45,169.34
BAGGEN	HAROLD L	51,066.25
BAILEY	DANIEL F	9,893.51
BAILEY	OSCAR H	724.24
BAKER	MEDINA	7,690.05
BAKER	PHILLIP N	45,458.32
BALDRY	JOHN M	42,885.70
BALDWIN	BERT P	27,294.94
BALES	CHARLES D	39,054.33
BALLOCK	JOHN J	1,630.55
BALZER	ELDON D	37,745.31
DANIE	LAVERNE L	30,986.28
BANNING	HARVEY D	34,356.27
BARKER	GARY R	15,845.38
BARKLEY	ANDREA L	11,938.30
BARNES	DAVID B	16,581.00
BARNES	EDWARD W	64,301.88
BARNES	JAMES W	31,531.40
BARNES	NANCY M	662.35
BARNES	RONALD V	9,976.78
BARON	JANICE	28,271.49
BARONE	JANICE E	8,910.72

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LAST	FIRST	GROSS PAY
BARRIERE	WILLIAM	2,051.10
BARRIL	CATALINO D	24,875.18
BARRON	GAYLORD C	10,701.82
BARTLETT	EVA M	27,369.87
BATES	CHARLES L	28,201.74
BAXTER	ANTHONY I	1,412.04
BAXTER	ROBERT G	19,213.40
BEARDEN	THOMAS L	28,055.01
BEECH	MICHAEL T	10,242.40
BEEDLE	JAMES R	32,713.85
BEGLEY	CURT	24,278.37
BENGAARD	PAUL	24,135.15
BERGERON	THOMAS	25,807.52
BERKEY	JOHN H	37,205.65
BERNARDI	GEORGE	58,570.82
BERNSEE	JUNE E	26,743.18
BERNSEE	RAYMOND B	32,131.11
BERRY	WILLIAM S	32,461.37
BERSON	THOMAS R	504.29
BERTHOLL	PHILLIP E	36,360.68
BESELIN	KENNETH E	62,922.10
BESSE	DONALD E	29,424.49
BEVIS	VERN	26,012.60
BIAGI	SEBASTIAN	28,552.74
BISHOP	ROBSON I	37,524.62
BLACKMAN	SHEILA M	376.07
BLACKWELL	WALLACE E	29,907.04
BLOSSOM	KARYN R	2,074.46
BLUNT	KIMBERLE C	8,303.36
BODDING	DOROTHY E	9,096.39
BRAGINTON	RAYMOND F	6,671.39
BRANDOW	RAYMOND	30,110.07
BRANDT	OWEN E	24,413.44
BRANOVITCH	LARRY L	7,012.12
BRAZ	EDWIN F	11,951.28
BRENDIBLE	LES	30,798.23
BRENDIBLE	LESLIE W	16,584.06
BRERETON	GEORGE M	51,937.77
DRESSETTE	RONALD L	28,381.41
BRESSLER	GLENN E	74.26
BRILEY	ROGER	215.04
BROOKS	DAVID B	11,476.85
BROOKS	LLOYD S	36,520.18
BROOKS	RUSSELL W	34,454.59
BROOKS	SHARON	9,564.79
BROOKSHIRE	ARCHIE	53,102.70
BROUILLETTE	HENRY M	31,146.03
BROUSSARD	CLIFFORD H	56,909.04
BROWN	BARBARA L	26,331.97
BROWN	DALE C	60,914.42
BROWN	FARRELL J	21,885.94

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LAST	FIRST	GROSS PAY
BROWN	FRANK H	30,134.92
BROWN	LOWELL W	28,303.56
BROWN	MICHAEL O	15,666.59
BROWN	RICHARD R	56,760.96
BROWN	SCOTT A	3,402.60
BROWNE	RUBY M	25,040.82
BUCHANAN	PERRY N	35,666.66
BULIN	EUGENE E	55,959.91
BULKLEY	GERALD E	4,069.48
BURNS	BILLY L	36,159.11
BURNS	ROBERT	9,493.42
BURR	ROBERT	33,418.12
BUSH	MERVIN W	33,535.12
BUSTER	LAWRENCE	40,226.09
BUTLER	HENRY F	29,812.04
BUTLER	JOHN	35,135.45
BYERS	DANIEL M	17,643.63
CADE	WESLEY R	22,321.57
CAFFEE	ROBERT N	27,882.31
CAMERON	LEONARD B	141.74
CAMERON	RONALD	23,073.29
CAMILON	JUANITA	27,064.93
CAMPBELL	ALEXANDER	6,282.86
CAMPBELL	JENNINGS W	8,178.16
CAMPBELL	VIRGIL W	33,560.09
CANNON	JOYCE	27,141.09
CAPLES	JACK B	12,635.84
CAPRIO	JOSEPH	33,664.10
CARDER	JAMES R	9,150.09
CARLISLE	ROBERT P	14,750.82
CARLSON	AUBREY W	33,102.13
CARLSON	CARL E	27,062.28
CARLSON	CAROL A	25,930.66
CARLSON	FRANCIS E	35,155.34
CARLSTROM	ARTHUR R	30,505.99
CARNLAY	DONALD J	3,152.48
CARPENTER	CHARLES U	1,363.92
CARRILLO	MANUEL M	2,075.04
CARRILLO	NELSON R	27,621.93
CASAVOLA	JOHN M	52,440.83
CECIL	NONA M	29,060.75
CHADWICK	MELVA D	28,405.97
CHALCROFT	GEORGE T	19,554.73
CHALKER	HENRY C	37,485.89
CHAMBERLAIN	ROBERT R	31,990.15
CHAMBERS	GEORGE	33,566.69
CHAMPA	LOUIS M	2,336.73
CHANASYK	MARSHALL	36,055.10
CHAPMAN	BRUCE D	7,131.28
CHAPMAN	SCOTT C	30,206.98
CHARLES	CECIL D	34,472.09

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 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
CHASE	DONALD E	95.04
CHATHAM	CLIFFORD E	29,352.10
CHENAULT	MARTIN	8,618.14
CHENAULT	WILLIAM D	16,754.48
CHERRY	DOUGLAS A	35,674.79
CHU	ENG KIM	30,149.04
CLARK	EDWIN V	31,049.19
CLARK	LARRY L	37,837.38
CLAY	JAMES M	36,659.26
CLINKSCALES	MICHAEL	52,451.12
CLINTON	JAMES R P	2,368.10
COGO	WILLIAM E	15,812.94
COHN	JONATHAN G	4,254.56
COKER	PERRY L	35,470.05
COLE	CHERYL K	25,937.77
COLE	THELMA	16,671.52
COLLINS	DALE O	52,555.16
COLLINS	MICHAEL E	13,744.11
COLLINS	TIMOTHY J	17,649.55
COLOMBO	JOHN J	8,377.20
COLTON	JOHN W	43,750.60
COMER	LEO G	47,657.98
COMPTON	WILLIAM E	25,111.54
COMSTOCK	VERNON	34,525.87
CONLEY	WILFORD L	35,296.88
CONNOR	JAMES L	5,141.74
COOKSIE	JAMES E	32,749.98
COOPER	PAUL K	16,143.40
COOZENNOY	FLOYD N	37.91
CORBETT	ROBERT F	31,753.12
CORCORAN	GERALD E	29,934.11
CORPIN	ANDREW C	28,059.55
CORYELL	SCOTT A	8,567.95
COSTELLO	WILLIAM J	4,941.28
COWAN	STEPHEN L	32,585.25
CRAMER	GARY A	30,589.73
CROFT	MICHAEL D	56,310.75
CROSBY	MICHAEL E	35,029.63
CROWL	MARIA L	30,409.04
CROWLEY	ROBERT T	34,451.86
CRUEGER	RICHARD G	32,540.23
CRUISE	ROBERT J	14,343.89
CUFFE	MICHAEL J	42,608.46
CULLINS	THOMAS	501.28
CUNNINGHAM	STEVEN F	7,891.22
CUPLIN	DORENE D	1,690.07
CURELL	ERWIN L	46,328.80
CUSACK	ERNIE B	8,440.14
DAGLE	TILMAN T	14,366.64
DAHLE	MARK	11,401.96
DALY	JAMES J	26,980.13

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 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
DANIELS	LYNN R	35,626.00
DANIELS	WILLIAM T	22,964.19
DANNER	GEORGE	30,408.23
DAVENPORT	HAROLD E	36,681.10
DAVIS	CURTIS D	41,002.45
DAWSON	DAVID G	37,306.37
DAY	MARY ANNE	7,713.20
DEEMS	DONALD L	39,919.55
DEISING	RICKY D	23,910.39
DEMERT	HENRY D	25,301.13
DENUPTIIS	JOSEPH D	30,868.09
DENUPTIIS	TIMOTHY	1,821.30
DERKE	MICHAEL C	2,864.26
DERUSA	DONALD A	35,382.81
DESHETLER	LAWRENCE A	18,278.25
DEVERNA	WILLIAM R	24,337.01
DIAMOND	JOE E	32,151.25
DICKSON	PRESTON	898.64
DIXON	MICHAEL P	25,842.43
DODSON	DANIEL	24,118.30
DOHM	WALLACE E	27,778.84
DORAN	JAMES W	57,775.42
DORAN	THOMAS C	19,944.58
DOTSON	ROBERT L	34,916.27
DOWNES	JAMES A	35,907.41
DRISCOLL	JAMES L	36,912.84
DROOGS	LARRY W	8,891.89
DROUILLARD	ALBERT J	39,235.25
DUDLEY	LILLIAN	26,632.22
DUFF	ROBERT B	15,983.93
DUFFY	JAMES P	113.81
DUFRESNE	JOSEPH A	23,040.27
DUKES	ARDITH A	17.50
DUNCAN	PATRICK H	1,383.30
DUNN	JOHN C	25,909.45
DUNN	WILLIAM F	60,817.25
DURKIN	PATRICK R	33,400.91
DURNEY	HENRY J	5,537.28
DWYER	RUBY K	24,923.59
DYMESICH	ADOLPH J	36,087.53
EARLY	DENNIS	33,188.10
EBERHARD	ROBERT L	35,068.14
EDERLE	PETER H	41,048.64
ECKLUND	VICTOR H	33,563.65
EDENSO	VICTOR	33,655.16
ELDE	KARL A	676.63
ELESHANSKY	MIKE M	191.84
ELKINS	DONALD W	8,398.59
EMMERT	ALAN G	10,297.50
ENGE	REIDAR	1,292.04
ERICKSON	DENNIS	33,202.82

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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
ERICKSON	ELROY C	31,508.78
ERICKSON	ROBERT E	31,240.24
ESTES	JAMES H	38,784.32
ESTES	JOHN H	47,997.16
EUBANKS	JOHN E	54,723.03
EVART	JOHN J	31,589.05
EWING	FRANK R	32,564.90
FAGERNES	MICHAEL D	13,527.48
FARO	ROBERT L	14,158.71
FARRAR	DONALD L	34,653.81
FAULKNER	JULIAN T	37,204.28
FAWCETT	EDWARD	24,195.48
FENLIN	GEORGE W	39,551.15
FENN	KENNETH C	37,166.39
FERRIANS	LOU C	20,299.21
FERRIS	DANIEL	10,888.66
FISHER	CALVIN L	6,874.74
FITZTHUM	TERRY L	48,168.22
FJARLIE	LINDA Z	34,497.92
FLEEK	CLAYTON A	16,140.29
FLEMING	JAMES C	9,764.70
FLORESCA	ARTEMIO C	31,383.17
FOLEY	RICHARD A	44,744.20
FORBES	KENNETH J	28,207.29
FORCHEMER	DAVID G	49,251.24
FOX	ALICE M	29,990.70
FRACZAK	THOMAS D	4,450.64
FRANKLIN	HARRY T	33,513.94
FREDRICH	JUDITH	22,674.20
FRENCH	ALBERT E	1,300.35
FRENCH	GREGORY C	59.83
FRICKE	FRED E	8,281.38
FRIES	VICTOR L	23,759.42
GABOR	FRANCISCO	2,826.90
GANNAWAY	ROBERT C	16,873.95
GAUSE	BEVERLY J	8,411.57
GEARE	DAVID A	7,814.88
GERJER	THEODORE J	39,936.55
GIACHINO	ROBERT A	31,927.43
GIBBONS	MARTIN L	5,104.34
GIFFEN	NORMAN L	10,165.02
GLINIECKI	RAYMOND F	9,997.71
GODDARD	DAVID B	10,167.43
GOOCH	RALPH W	35,868.16
GOODRICH	PAUL R	487.48
GORRELL	SAMUEL B	10,321.49
GOTTSCHALK	FRANK R	33,827.32
GRAY	DENICE A	3,600.96
GREEN	ELSIE	27,384.96
GREEN	WALLACE I	27,868.00
GREENE	BARBARA L	13,664.72

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LAST	FIRST	GROSS PAY
GRIBBLE	RICHARD A	28,838.11
GRICE	KENNETH M	5,180.77
GRIFFALL	R KEITH	4,026.15
GRUNOW	R WAYNE	28,446.16
GULLUFSEN	GEORGE	547.36
GYPIN	DAVID J	41,697.30
HAGERTY	WILLIAM F	3,341.44
HAGERUP	ERVIN E	10,314.43
HAGERUP	ERVIN L	54,334.62
HAKKINEN	FELIX F	982.46
HALE	HOLLIS L	8,574.52
HALES	GEORGE W	28,404.92
HALES	STEVEN D	26,927.73
HALL	JEFFREY P	4,190.61
HALL	MILFORD L	43,459.99
HALLINGSTAD	LUELLA	13,202.86
HAMILTON	DEWIE R	1,316.07
HAMILTON	LEONARD	726.46
HAMMER	KENNETH J	31,454.59
HAMRICK	RONALD D	55,700.60
HANCOCK	GEORGE E	49,114.45
HANES	DAN E	59.24
HANLEY	MARVIN	443.44
HANSEN	LAWRENCE N	13,403.48
HANSEN	RICHARD D	40.82
HARPER	CYNTHIA	26,488.90
HARPER	VIVIAN LEE	26,336.26
HARRIS	STARLING	735.77
HARROLD	BENJAMIN	24,573.45
HART	GLENN D	32,788.76
HARVEY	DWAYNE K	33,195.47
HARVEY	PAUL	9,452.34
HASSELL	JOHN R	42,084.45
HASTINGS	BENJAMIN M	27,245.16
HATCH	EDGAR A	33,229.14
HAUGEN	MARTIN C	58.52
HAWKINS	WILLIAM A	31,408.30
HEIBEL	WILLIAM P	43,420.17
HEITSTUMAN	THEODORE	32,752.70
HELLER	TIMOTHY P	6,741.06
HELLENSTILL	JOHN E	22,023.82
HENDERSON	ROBERT G	38,644.59
HENDRICKSON	ROBERT W	28,774.99
HENRIKSON	MARY I	8,240.42
HENRY	WILLIAM P	40,608.52
HERNDON	HOMER T	43,926.78
HERZ	GREGORY J	116.03
HESTAD	MIKE C	14,807.03
HILDEN	GERALD L	42,513.88
HILL	BETTY Z	29,994.64
HILL	CRISTINA K	6,714.73

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LAST	FIRST	GROSS PAY
HILL	JAMES J	964.74
HILLBERRY	JACK L	31,517.39
HILLEY	LAWRENCE A	34,751.67
HINES	TERRY L	11,237.95
HJORT	STANLEY D	45,309.20
HOBSON	CLYDE B	26,784.39
HOEFER	WALTER K	35,336.80
HOFSTAD	RICHARD T	63,073.99
HOLDAL	DONALD	44,194.35
HOLIAN	MARK	19,714.50
HOLLENDER	ART L	10,688.58
HOLLINGSWORTH	DENNIS L	30,407.79
HOLLINGSWORTH	ROBERT E	45,299.55
HOLM	CARL	30,437.11
HOLMGREN	RUTH	205.03
HOPKINS	TOM R	21,100.38
HOPKINS	WILLIAM M	49,144.53
HOPPE	DOROTHY M	9,754.08
HORN	PAUL G	11,359.59
HOSNI	FARID	9,237.03
HOUGH	JOHN T	26,640.23
HOUTARY	HERBERT H	55,255.78
HOUTARY	SONDRA	13,930.41
HOWARD	SHARON P	6,132.60
HOWITZ	GEORGE	2,862.00
HUFF	EUGENE W	29,956.74
HUGGINS	RICHARD W	341.99
HUNNEWELL	JOHN H	51,953.99
HUNTER	MELVIN S	38,646.91
HURM	JOSEPH W	34,310.70
HUTSON	MARK H	30,211.90
HUTTON	CLYDE R	51,554.83
IDESATE	PRISCILLA	8,090.98
IBIAS	PEDRO S	31,553.94
ICHINAGA	STEPHEN E	25,621.36
INGLEDUE	FRANKLIN W	30,839.04
INGRAM	REUBEN B	356.02
INMAN	ALBERT J	31,257.39
ISAIA	F TALA	7,119.55
IVINS	DELORES E	2,569.14
IVINS	DONALD P	35,852.13
JACKINSKY	WALTER	71,461.07
JACKSON	RICHARD	7,163.42
JACOBSEN	KARL	31,231.08
JACOBSON	CHARLES A	37,039.33
JAMES	VICTORIA L	32,593.17
JAMES	EVERETT B	12,960.89
JANSEN	GABRIEL	58,957.40
JEBE	HENRY W	31,180.21
JENKINSON	LEIF	5,297.70
JENSEN	DARRELL G	33,188.21

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LAST	FIRST	GROSS PAY
JENSON	SANDRA K	26,164.28
JEWELL	RUBY	23,389.77
JIMMY	LEE F	1,956.50
JOERS	JAMES I	37,655.86
JOHANNES	JOE A	71,284.68
JOHANSEN	JERRY P	12,224.50
JOHN	RICHARD R	35,821.89
JOHNSON	ARTHUR L	55,212.82
JOHNSON	CARL A	434.19
JOHNSON	DOUGLAS	43,232.40
JOHNSON	EDWARD R	7,795.26
JOHNSON	ERNEST L	46,050.24
JOHNSON	JACK V	27,606.13
JOHNSON	LANE M	2,608.41
JOHNSON	REGINALD L	30,242.25
JOHNSON	ROBERT M	56,268.06
JONES	LOUIS L	40,728.25
JORGENSEN	DAMON R	41,435.74
JORGENSEN	MALDEN U	27,310.79
JORGENSEN	STEWART A	31,955.00
JUDD	PAUL K	33,482.63
JULIAN	DALE L	49,867.78
JULIAN	HENRY J	4,300.49
JUSTICE	RAY W	8,338.61
KAMPS	LELAND E	32,975.27
KANARR	JOHN C	33,714.45
KANGAS	PATRICK J	33,899.44
KARLSEN	KARL J	28,419.07
KASTE	ROBIN L	2,178.96
KATZ	DAVID S	1,788.36
KELESKE	CAROL	23,969.74
KELLEY	JOSEPH R	12,074.66
KELM	ERIC S	29,738.25
KENNEDY	DENNIS F	10,052.94
KENNEDY	JOHN F	2,700.41
KENNERLEY	HAYDN J	243.84
KERN	ROBERT J	34,821.21
KESSLER	ALBERT M	1,903.77
KEY	LYNNE K	15,075.48
KIEFER	JACK R	10,473.92
KIEL	CHARLES P	14,214.55
KIEL	JOHN	16,386.44
KIEL	THOMAS M	9,173.52
KIENEL	LE ROY	35,413.97
KINDRED	HERBERT	30,601.49
KING	IVAN J	49,580.46
KINNEAR	RICHARD J	57,214.50
KINTNER	THOMAS P	58,015.21
KIRKHAM	GLEN J	36,559.47
KISTLER	MARK S	4,971.40
KLADO	JOHN A	60,241.83

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 R05-TCA-A199(841)
 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
KLEIN	ALLEN	33,944.37
KLINE	RONALD P	32,374.70
KNIGHT	CHARLES H	33,161.91
KNIGHTLINGER	HAROLD L	8,667.75
KNIGHTLINGER	THOMAS D	415.61
KNODEL	NORBERT	1,244.47
KNUTHSON	VERNON E	38,605.24
KOFFARD	EDWARD J	33,057.43
KOKO	DAVID G	3,753.90
KOLAR	JOHN G	35,438.62
KOSSMANN	GOTTLIEB	38,108.04
KREPPS	JAMES D	74,984.83
KUBBS	CYNTHIA S	826.80
KUEHNY	A WALT	46,356.75
KUEHNY	WILBER H	57,425.40
KUTZ	DAVID J	27,436.19
KUTZ	RONALD J	54,196.66
LAEMMLE	WAYNE H	34,984.69
LAIRD	STEVE	28,283.63
LAKEY	JON P	25,986.80
LAM	JOHN W S	36,504.89
LAMM	GEORGE S	28,063.16
LAMPIER	WILLIAM J	23,547.03
LANDINGHAM	WALTER L	31,126.05
LANE	AUDREY	26,609.16
LANFELL	LAURA R	26,173.10
LANGBEHN	FRED H	132.49
LANTZ	MARK A	125.30
LAPINSKI	RAYMOND	26,467.76
LARSEN	JOHN L	44,188.41
LARSON	JOHN A	20,644.28
LEE	ALAN F	46,172.56
LEE	ROBERT E	43,680.13
LEE	VERA L	11,128.47
LEPONIS	DENNIS C	56,255.78
LESLIE	MARY F	13,080.50
LESLIE	PAUL	33,296.77
LETSINGER	EARL W	19,551.39
LEVORSEN	WILLIAM P	43,807.02
LEWIS	GEORGE L	63,134.38
LEWIS	THOMAS W	33,111.45
LIMON	PETER W	211.64
LINDEMANN	DEWIGHT P	49,236.39
LINDEMANN	JEROME H	44,197.80
LINDLEY	RONDA	18,863.05
LISLE	DAVID T	28,718.11
LITTLE	DIANE L	1,749.27
LITTLE	WILLIAM D	34,945.44
LLOYD	REO L	4,895.20
LOCKERT	JOHN C	52,995.91
LOGAN	FORDYCE B	9,250.18

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
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GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
LORENTZEN	BETTE JO	16,860.95
LORTON	DEBORAH E	27,870.36
LOTT	ERVIN G	31,201.56
LOWELL	GALE H	41,507.46
LUND	WILLIAM A	33,536.96
LUNDIN	BERNARD E	32,785.87
LUPRO	BRIAN E	9,254.60
LUPU	THEODOSE N	9,244.15
LYNCH	BRUGAN	24,219.42
LYNCH	ROBERT A	16,749.31
LYNESS	WILLIAM J	46,423.18
LYNNE	TORE	25,586.30
LYSHOL	BRYNJULF	24,654.82
MACHALE	DANIEL R	29,597.19
MACKEY	CLEO W	61,736.91
MAHONEY	THOMAS P	957.09
MALILAY	SID N	26,712.28
MALLOTT	CHARLES	22,681.28
MALONE	TIMOTHY P	402.37
MARCONTE L	JAMES H	26,634.18
MARI	NORMA L	23,421.55
MARINICH	ANTHONY J	42,741.55
MARKHAM	LAWRENCE E	36,948.26
MARKLE	JOHN M	34,807.72
MARKSHEFFEL	EDWARD E	36,128.33
MARSTON	MICHAEL D	138.00
MARTIN	EDDIE L	7,022.50
MARTIN	LLOYD A	32,946.12
MARTIN	ROBERT	49.50
MARX	DAVID J	10,944.69
MASON	STEPHEN M	30,484.83
MASTERS	CLIFFORD R	45,300.53
MASTERSON	DONALD J	36,547.30
MATIASHOWSKI	RAY	31,698.93
MATIASHOWSKI	RAYMOND	6,721.24
MATSON	ROBERT E	579.60
MAYO	KENNETH C	52,111.57
MCCAMY	ERVIN E	36,398.76
MCCAUSLAND	JAMES W	87.12
MCCLURE	LEON D	40,545.84
MCCOLLEY	ROY	30,415.87
MCCONNELL	ERNEST T	6,046.70
MCCONNON	KATHLEEN	22,100.25
MCDONALD	ALFRED R	26,798.68
MCDONALD	JAMES R	44,562.43
MCDOWELL	ROBERT L	45,742.23
MCGILLVRAY	DONALD E	13,547.30
MCGRAW	DONALD E	31,845.32
MCGUIRE	RALPH K	36,372.08
MCHUGH	CATHERINE	11,090.81
MCKAY	BRUCE W	1,891.40

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 R05-TCA-A199(841)
 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
MCKELVEY	KATHLEEN E	21,433.61
MCLEAN	BERNEDA R	30,606.98
MCLEAN	KELLY L	10,507.64
MCLEOD	CHARLES E	11,151.32
MCMAHON	JOHN A	33,616.38
MCMAHON	PETER J	23,813.72
MCNULTY	CYNTHIA	26,331.64
MCNULTY	MARIA	8,109.07
MCROBERTS -	MICHAEL D	31,743.16
MCWILLIAMS	QUINTON A	4,945.06
MEADORS	FRED E	49,374.48
MEDLIN	EDWARD M	1,523.05
MERCER	RICHARD F	29,735.68
METCALFE	VERNON	315.92
MICKELSON	CARL	13,816.45
MILES	TERRY E	1,876.00
MINCH	WALTER C	57,620.43
MIRTO	AGUSTIN K	1,142.59
MITCHELL	WILLIAM W	56,771.63
MIX	KENNETH E	9,061.40
MOERCHEN	RICHARD F	24,937.04
MOLVER	LAURENCE R	36,125.18
MONSAAS	PETER H	59,239.08
MONTEZ	FRED	22,105.60
MONTEZ	MICHAEL	20,358.85
MOORE	CHRISTINE	9,940.74
MOORE	JEROME R	25,618.45
MOORE	PATRICK A	1,097.77
MOORE	RALPH	37,712.11
MOORE	THOMAS O	17,255.77
MORFORD	NICKAN	25,509.23
MORRISON	JERALD R	23,011.95
MULKEY	WAYNE R	27,819.79
MULLINS	DORNEY D L	30,448.42
MUMA	JUNIOR F	5,350.20
MUNRO	DANIEL R	6,308.01
MURPHY	JOHN W	37,518.73
MURPHY	LAURENCE J	13,889.07
MURPHY	SHEILA	27,254.92
MYERS	LYNWOOD	8,532.61
MYKING	JOHN R	35,701.97
NAMUR	ROBERT J	33,346.03
NAHCE	THOMAS C	83.16
NAP	DANIEL R	229.75
NEAL	JOHN B	33,461.20
NEASE	STEVEN	21.15
NELSON	CALVIN A	22,028.25
NELSON	DAVE E	28,610.63
NELSON	DAVE E	32,189.56
NELSON	EARL A	774.17
NELSON	IDA J	24,072.35

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
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 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
NELSON	JON E	24,087.14
NELSON	PAUL R	54,492.62
NELSON	RANDALL O	783.17
NELSON	RICHARD V	717.73
NELSON	STEVEN D	43,611.01
NELSON	VIRGINIA	1,023.61
NESSLAGE	JACK M	6,396.00
NEVERS	HAROLD	45,116.54
NEVILLS	BILL	25,819.57
NEWMAN	CHARLES D	1,200.35
NICHOLS	JOHN K	1,468.60
NICKERSON	NORVAL E	44,906.41
NICKICH	DONALD L	30,853.69
NORTON	LEO W	17,254.52
NORTON	WALLACE	32,185.62
NYBECK	RICHARD G	29,498.60
OAKES	JOHN P	3,424.90
OBRIEN	JOHN J	38,795.84
OBRIEN	JOHN A	36,020.15
OBRIEN	WILLIAM	23,172.94
ODELL	JACK A	30,525.38
ODELL	T M	45,579.13
OGILVY	GARY L	46,395.38
OHMER	LANCE D	18,479.91
OLDACRES	DENNIS E	41,675.29
OLIVAS	HARRY L	34,894.62
OLIVER	EVERETT	295.91
OLIVERI	VINCENT T	40,911.91
OLSEN	ALF G	20,974.74
OLSEN	HARLAN D	7,584.30
OLSON	ERICK E	55,936.19
ORHELAS	RAOUL A	45,340.46
ORTH	LEROY D	91.73
OSENGA	JOHN W	41,338.98
OSHEA	WILLIAM H	40,642.01
PARKER	DAPLENE	24,015.41
PARMENTER	ALLEN C	9,074.38
PATRICK	MICHAEL S	27,435.31
PATTERSON	JOHN N	16,700.88
PATTERSON	VERA	336.78
PAULICK	WILLIAM G	159.36
PAYNE	HAROLD	54,115.94
PEABODY	FRANK P	1,230.30
PEARCE	LARRY N	36,644.29
PEARSON	FRANK N	4,813.84
PEAVEY	ROBERT A	28,193.29
PEGUERO	JOSE	4,611.00
PERATROVICH	GIFFORD J	31,192.12
PERDON	FRANK S	30,996.66
PERKINS	LESSLEY R	10,775.60
PERLEY	EDWARD L	10,695.98

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 R05-TCA-A199(841)
 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
PERRY	IVA L	27,459.74
PERSAVICH	HELEN S	26,761.57
PETERS	BERTHA B	26,622.12
PETERS	GARY L	26,582.65
PETERS	RALPH J	29,600.17
PETERSON	CHRISTIAN	27,082.95
PETRICH	KURT K	33,189.71
PETRICH	WILLIAM A	23,106.63
PIVONKA	ROBERT J	1,244.66
PLEVKA	EDWARD	34,079.07
POET	DONALD E	32,775.02
PORCELLA	RICHARD J	843.27
PORTER	GEORGE R	45,481.40
PRICE	FRANK E	6,640.90
PROVOST	ROBERT J	26,826.63
PULJU	DALE H	33,529.73
PUTNEY	GEORGE A	4,576.82
RAINS	ESTLE L	43,554.70
RAMIREZ	JAMES A	9,527.58
RANDAZZO	VIRGINIA C	3,035.36
RANTA	CARL	273.24
RASMUSSEN	GREGORY B	10,686.41
RASMUSSEN	RALPH	27,729.69
RATHBUN	OTIS R	931.22
RATIGAN	WILLIAM	14,767.56
RECTOR	GLENN	19,873.79
REESE	CLINE M	6,970.67
REESER	MAYNARD L	57,040.27
REICHERT	RONALD E	46,322.79
REIFENSTEIN	GEORGE H	37,432.63
RENLY	MILES D	9,388.41
RENFROW	JAMES S	69,460.24
RENWICK	DAVID F	58,178.05
RHODES	CHARLES	28,711.74
RICE	CECIL H	53,007.91
RICE	MICHAEL V	27,477.16
RICHARDS	TAMRA S	27,356.28
RICHARDSON	KENNETH E	598.35
RITTER	RAYMOND	14,082.72
RITTER	RONALD	63.81
RITTER	WILLIAM P	34,667.24
RIXE	DON F	13,855.25
ROBERTS	DAVID	32,452.37
ROBERTS	ROBERT L	7,358.54
ROBERTS	STEVEN D	29,546.91
ROBINSON	CALVIN A	26,494.58
ROCKWOOD	STEPHEN K	37,972.80
ROD	HAAKON W	7,038.23
ROE	DAVID	23,512.21
ROGERS	EDITH D	6,347.41
ROGERS	R DALE	1,732.76

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 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
ROHLOFF	ANTHONY R	42,510.87
ROHM	JUDY A	15,302.76
ROLLMAN	ROBERT T	9,561.19
ROMERO	GILBERT	14,042.17
RONNE	WAYNE G	2,565.07
ROPPEL	ROBERT	55,575.66
ROUGH	DANA S	33,240.49
RUARO	JEROLD L	38,699.19
RUARO	PETE R	26,459.58
RUPPLE	VICTOR	1,017.71
RUTLEDGE	PIERRE L	29,945.12
SADLER	JOHN L	10,533.74
SAGOR	ROY D	5,946.71
SAINDON	MARY L	523.18
SALAMANCHUK	MIKE	31,093.01
SANCRANT	JOHN W	40,314.66
SANDE	JAMES W	53,767.27
SANDE	JAN W	51,263.68
SANFORD	WILLIAM H	37,126.47
SANTOS	ANDY D	60,198.54
SANTOS	JOHN J	35,774.45
SAWA	ICHIROW	22,836.47
SAWYER	MARK L	34,453.73
SCHAEFER	STEVEN K	8,246.60
SCHAFFLER	WILLIAM J	1,846.30
SCHER	WALTER C	28,312.73
SCHOFER	KARL M	50,544.82
SCHULMA	EVE J	197.87
SCOTT	GLEN A	25,423.66
SCOTT	PATRICK E	7,402.60
SCOTT	THOMAS W	48,449.12
SCRAFFORD	MARK	382.80
SCZEKAN	FRANK	36,757.03
SEABOLT	WILLIAM J	36,721.89
SEARBY	ELLEN	19,227.68
SEARS	RAYMOND J	10,100.00
SEBADE	JACK	411.83
SEGO	RONNIE L	2,581.10
SEIDMAN	ROBERT	29,251.93
SEIGEL	RICHARD F	14,907.56
SELFRIDGE	ROY R	339.60
SEVERSON	ALBERT C	30,629.86
SEYMOUR	DEWEY E	46,682.08
SHANNON	STEVE O	28,459.45
SHARMAN	MITCHELL	14,506.50
SHEETS	ANTHONY B	21,476.30
SHEETS	ARLINE G	29,170.58
SHEPARD	JAY S	6,837.36
SHERMAN	WILLIAM G	33,060.28
SHERREN	DOUGLAS H	38,862.85
SHERVA	CHARLES R	35,217.68

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 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
SHOCKEY	RODNEY J	28,733.15
SHOEMAKER	CAROL	26,973.55
SHOTT	MICHAEL W	37,772.34
SHRIEVES	ROBERT F	41,260.18
SIGUE	MARY ANN	31,540.24
SIME	SCOTT E	47,795.98
SIMPSON	BARBARA A	11,169.81
SIMPSON	RUDY M	467.08
SINGH	SAMI S	9,246.14
SIS	GAYLE E	28,319.65
SMILEY	TINA M	7,056.56
SMITH	BOBBY F	28,066.89
SMITH	ROBERT C	7,656.94
SMITH	ROBERT E	28,866.86
SMITH	ROBERT W	70,600.21
SMITH	RONALD E	18,852.29
SMITH	STEVEN P	34,269.28
SNYDER	THOMAS R	27,612.30
SOGGE	IRVIN N	55,761.57
SORENSSON	JOHANN	15,193.48
SOUCIE	JAMES M	66,520.78
SPEER	DENNIS E	35,780.91
SPENCE	MICHAEL C	1,559.16
SPERL	WALTER M	60,977.82
SPIEGLE	CALVIN	35,400.92
SPROMBERG	ALBERT J	36,797.93
SPROMBERG	GARY	22,244.05
SPROMBERG	RICHARD W	33,055.08
STABLES	JOHN	1,705.33
STACK	THOMAS	28,990.79
STANKER	MANIER C	8,905.22
STANTON	LETA J	22,565.47
STEELE	LELAND O	24,942.47
STEINER	MARLENE A	28,229.38
STENSLAND	LLOYD W	23,731.01
STEPPER	WILBERT W	30,827.20
STERNBERG	FLOYD	33,091.30
STETSON	JONATHAN H	33,755.37
STEVENS	DAVID L	28,865.97
STEVENS	HOWARD D	36,883.79
STEVENS	MARLYS	20,715.17
STEVENS	PAULINE	764.90
STICKLIN	ROBERT H	8,523.07
STIDD	WILLIAM E	39,643.14
STLOUIS	DONALD L	48,363.54
STOREY	HERBERT E	54,545.56
STOREY	RANDALL K	32,347.32
STRANGIO	DAVID	8,254.08
STREEPER	THOMAS W	36,478.96
STREEPER	THOMAS W	12,862.18
STRONG	ELLSWORTH	31,435.58

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 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
STUBBS	CHARLES J	32,527.30
SUCH	DENNIS E	13,185.32
SULLIVAN	HOWARD E	51,402.65
SULLIVAN	JASPER J	26,207.98
SULT	JOHN R	50,268.33
SUND	WERNER	44,344.70
SUNDT	MARK R	44,271.66
SWARTZ	JAMES	34,622.84
TAGART	DONNELL C	25,433.73
TATE	RUBY A	8,614.14
TATSUDA	JIMMY T	32,220.05
TAYLOR	ANDREW A	36,330.71
TAYLOR	CHRISTY	16,368.15
TAYLOR	LESLIE A	4,098.60
TAYLOR	LORRAINE O	2,429.61
TAYLOR	PHILLIP E	29,558.91
TAYLOR	TRACY	6,917.41
TEE	RAYMOND B	46,385.00
TEMPLETON	PETER G	13,466.61
TERENCIO	SUSANNE A	27,325.71
THATCHER	JOHN F	62,140.22
THOMAS	WILLIAM E	28,431.42
THOMPSON	DOUGLAS	30,846.48
TILL	DAVID G	17,555.38
TONLE	CLIFTON J	29,080.44
TRIMBLE	GEORGE	23,415.04
TRIPP	HAROLD D	14,289.69
TROXEL	HAZEL	14,028.87
TRUETT	ROBERT D	228.76
TSCHETTER	LOWELL S	11,606.08
TUCKER	EDWARD L	7,945.72
TURNER	WILLIAM P	27,527.76
TYNER	WILLIAM	19,309.67
TYRRELL	RONALD P	24,435.36
UNDERHILL	ROBERT M	1,833.66
UNERTL	ROLAND L	6,058.91
UNKEL	WILLIAM L	18,315.30
URQUHART	EARL G	21,908.50
UTTERBACK	ROSALIND	14,960.37
VALLEY	DAVID J	28,001.05
VANAART	PETER B	19,201.66
VANASSE	JOSEPH E	29,227.62
VANDAL	JOHN P	28,497.59
VANDELINDER	JEFFREY D	3,784.20
VANHORNE	WENDY	14,936.02
VANVLEIT	STEVE	37,161.81
VASSILIADIS	TINOLEON	2,082.90
VAUGHAN	GEORGE D	36,448.35
VEAZEY	JAMES E	6,285.46
VICK	CHARLES H	9,737.81
VICK	ROLF M	32,195.31

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 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
VICKERS	WILLIE E	321.75
VILLALOBOS	GEORGE A	28,954.14
VIOLA	SANDRA	13,242.58
VOGEL	REX E	16,108.56
VOGEL	TIMOTHY H	48,361.73
VOORHIES	KEITH M	19,189.33
WAHTO	JOAN F	10,874.16
WALKER	ERNEST	20,628.22
WALLIN	JAMES K	47,105.75
WALROD	LEROY A	31,967.36
WARBIS	MONTE J	7,769.97
WARD	JONATHAN E	42,840.68
WARD	VIRGIL D	38,751.50
WARREN	LARRY J	2,622.47
WASHBURN	GLEN N	68,265.43
WASSON	WILLIAM	28,316.21
WATSON	WOODROW G	27,952.88
WATSON	WOODROW G	29,478.49
WEBB	GERALD	25,924.35
WEBB	JOHN K	29,989.69
WEBB	WANDA L	27,134.79
WEBBER	GRANT R	26,761.20
WEBSTER	FRED E	1,344.11
WEIMER	BILLY B	5,239.45
WEINRICK	ROD D	34,229.57
WEIR	WILLIAM A	18,877.12
WERNER	GARY L	14,196.17
WERNER	GEORGE H	35,908.21
WEST	BARRY R	41,518.71
WEST	GLEN H	33,068.92
WESTFALL	RAY L	27,944.51
WHALEN	RONALD E	51,739.24
WHEELER	JOYCE E	5,054.45
WHITE	BENNETT K	24,410.20
WHITE	STEPHEN G	52,438.04
WHITESIDES	DALE R	44,494.08
WHITMAN	MARY J	26,666.55
WHITNEY	MORRIS D	17,544.51
WICK	GERALD G	31,488.42
WICKENS	PATRICK S	40,690.42
WILCHINSKI	CLEMENT C	30,133.20
WILKENS	ROGER W	730.80
WILKINSON	WILLIAM H	74,588.10
WILLCUTT	JAMES T	19,616.10
WILLIAMS	EDMOND W	58,572.37
WILLIAMS	JESSE L	29,018.75
WILLIAMS	NAOMI L	26,910.22
WILLIAMS	ROBERT L	32,441.45
WILLIAMS	WESLEY	44,309.27
WILLIS	JIMMY A	37,035.13
WILLITS	JOHN J	5,628.00

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 R05-TCA-A199(841)
 GROSS PAY OF MARINE TRANS EMPLOYEES FOR CALENDER YEAR 1980

LAST	FIRST	GROSS PAY
WILSON	BEN A	25,431.25
WILSON	MICHAEL J	27,943.43
WILSON	RICHARD N	28,401.37
WILSON	TIMOTHY J	2,549.28
WINSTON	NORMA O	4,633.47
WINTZER	ELIZA P	10,127.92
WIRTANEN	MARILYN C	8,252.39
WITTANEN	FRED C	28,230.62
WOLFE	DONALD J	34,567.83
WOLFE	LOYD D	27,947.56
WOLFE	RALPH W	40,928.65
WOODS	TIMOTHY P	4,084.72
WOZENCRAFT	JOHN	73,610.38
WRAY	CURTIS C	58,193.19
WRIGHT	DON	1,304.14
WRIGHT	HAROLD T	32,834.22
WYNN	JOHN	33,020.92
YADAO	ROMY L	21,492.17
YARRINGTON	JACK	31,861.80
YOUNG	CHARLES H	7,667.82
YOUNG	HAZEL A	25,888.99
YOUNG	SAMUEL E	22,197.05
ZEIS	MICHAEL J	717.42
ZELLWEGER	MARK F	36,593.85
ZOLNIEREK	EDWARD S	7,808.55
FINAL TOTALS		23,430,536.30

943 RECORDS TOTALED

MONTHLY BASE SALARIES
MARINE HIGHWAY SYSTEMS

SOUTHEAST VESSELS *

COLUMBIA, MALASPINA & MATANUSKA

Licensed Deck Officers	Amount
Master	\$4232
Pilot	3872
Chief Mate	3670
2nd Mate	3355
3rd Mate	3355

Licensed Engine Officers

Chief Engineer	\$4040
1st Assistant Engineer	3482
2nd Assistant Engineer	3254
3rd Assistant Engineer	3049

TAKU, LeCONTE & AURORA

Licensed Deck Officers

Master	\$4070
Chief Mate	3526
2nd Mate	3229
3rd Mate	3229

Licensed Engine Officers

Chief Engineer	\$3878
1st Assistant Engineer	3325
2nd Assistant Engineer	3116
3rd Assistant Engineer	3049

ALL SOUTHEAST VESSELS

Unlicensed Personnel

A. B. Bos'n	\$2209
Able Seaman	2146
Ordinary Seaman	1978
Ordinary Seaman Porter	1978
Watchman	1978
Chief Purser	2626
Senior Assistant Purser	2189
Junior Assistant Purser	1957
Junior Engineer	2230
Oiler	2168
Wiper	2001

* Including Pilotage for Southeast Licensed Deck Officers.

Unlicensed Personnel (con't.)	Amount
Oiler/Wiper	\$2001
Chief Steward	2626
2nd Steward	2189
Storekeeper	2091
Chief Cook	2268
2nd Cook	2091
Assistant 2nd Cook	1957
Cashier	1946
Head B.R. Steward	1957
Bartender	1957
Cashier Steward	1946
Officer Steward	1946
Crew Steward	1946
Steward	1929

CHILKAT

Master	\$3269
Chief Engineer	3460

Note: All Southeast Vessel positions work 12 hours a day, 84 hours, in a two week period for a total of 2184 hours per year.

SOUTHWEST SYSTEM **

TUSTUMENA

Licensed Deck Officers	Amount
Master	\$4726
Chief Mate	4241
2nd Mate	3911
3rd Mate	3730
Junior 3rd Mate	3730

Licensed Engine Officers	Amount
Chief Engineer	\$4680
1st Assistant Engineer	3391
2nd Assistant Engineer	3194
3rd Assistant Engineer	3194

Note: All Licensed Officer positions on the TUSTUMENA work 8 hours per day, 56 hours a week, for a total of 2920 hours per year.

** Including non watch pay Southwest Licensed Engineers and Chief Mate TUSTUMENA.

Unlicensed Personnel	Amount
A.B. Bos'n	\$2362
Able Seaman	2302
Ordinary Seaman	2141
Watchman	2141
Chief Purser	2726
1st Radio Officer	3461
2nd Radio Officer	2988
Junior Engineer	2388
Oiler	2330
Wiper	2165
Chief Steward	2726
Chief Cook	2410
Bartender	2112
Assistant 2nd Cook	2112
Head B.R. Steward	2112
Crew/Steward	2102
Steward	2088

Note: All Unlicensed positions on the TUSTUMENA work 8 hours per day, 56 hours per week, for a total of 2920 hours per year.

BARTLETT

Licensed Deck Officers

Master	\$5396
Chief Mate	4971
2nd Mate	4803

Licensed Engine Officers

Chief Engineer	\$5543
1st Assistant Engineer	4957
2nd Assistant Engineer	4792

Note: All BARTLETT Licensed positions work 12 hours per day, 56 hours per week, for a total of 4380 hours per year.

SOUTHWEST VESSELS

Unlicensed Personnel

A. B. Bos'n	\$2362
Able Seaman	2302
Ordinary Seaman	2141
Watchman	2141
Chief Purser	2726
Oiler	2330
Chief Steward	2726
Chief Cook	2410
2nd Cook	2242
Assistant 2nd Cook	2112
Steward	2088

Note: All BARTLETT Unlicensed positions work 8 hours per day, 56 hours per week, 2920 hours per year.

VIII

The following formulas were used:

OVERTIME: Experience Factor 14% of Gross - Budget Year FY 82

FICA: .613 of \$32,700
\$2,004 x No. of Positions

UI: .007 of Gross Salaries

SICK LEAVE: Budget Year - 90 x No. of Positions x Rate

HOLIDAY PAY: 11 Holidays x No. of Hours per day x No. of Positions x OT Rate
Unlicensed Personnel work eight (8) hour days both vessels.
Licensed Deck and Engine work eight (8) hour days on M/V TUSTUMENA.
Licensed Deck and Engine work twelve (12) hour days on M/V BARTLETT.

H&W: Licensed Engineers - \$137.25 per month per man = \$1,647 x No. of Positions
Licensed Deck and Unlicensed - \$1,464 x No. of Positions

PENSION: Licensed Deck and Unlicensed - \$2,556 x No. of Positions
Licensed Engineers - \$17.16 per day x No. of Positions x 360 days.

PENALTY PAY: Licensed Engineer only = 10% of Gross

LICENSE INSURANCE: Mates - .3% on one (1) month salary per year per man.
Masters - 5.625% of one (1) month pay.

NON WATCH: Chief Engineer - M/V Bartlett \$210.00 per month and C.E. M/V TUSTUMENA - \$210 per month
Chief Mate M/V TUSTUMENA - \$105 per month

AGENCY Transportation & Public Facilities
S.W. Vessel Operations

PROGRAM Marine Transportation

BRU Marine Highway System

COMPONENT 25-82-2-01-04-00
Page 2 of 3

REVISED
DATE

FY82

23 11 CONTINUED

SOUTHEAST VESSEL EMPLOYEES

For the Purpose of computing Benefits; the following formulas per Pay Period were applied:

CY FICA: .613% of first \$32,700 x man years
(Maximum of \$2,004 per employee) (No. of employees)

UI: .007% of Gross Salaries

HEALTH AND WELFARE: IBU and MM&P - \$61 per Pay Period per man
MEBA = \$68.62 per Pay Period per man

PENSION: IBU and MM&P - \$106.50 per Pay Period per man
MEBA = *\$17.16 per day worked = \$102.12 per Pay Period per man
(*Paid for vacation and sick leave used as well as days worked)

OVERTIME: 11% for Overtime and Minimum Guarantee for early call out

HOLIDAY PAY: 5.1 hours per Pay Period per man = 2.6 @ Regular Time and 2.5 @ Overtime
(Note: Crewing is required for all positions on all holidays, therefore one half of employees or one (1) full Crew per Vessel will earn Holiday Pay at Overtime rate.

SICK LEAVE: 3.5 hours per Pay Period per man

PILOTAGE: \$273 per Pay Period per man

PENALTY PAY: 5% Gross Wage License Engineer only

LICENSE INSURANCE MATES AND PILOTS: 3% on one (1) month's salary per year=
\$13.00 per Pay Period for M/V's TAKU, LeCONTE and AURORA
\$27.50 per Pay Period for M/V COLUMBIA
\$20.00 per Pay Period for M/V MALASPINA
\$27.50 per Pay Period for M/V MATANUSKA

AGENCY Transportation and Public Facilities
(Southeast Vessel Operations)

PROGRAM Transportation

BRU Marine Highway Systems

25-82-1-01-01-00

COMPONENT 1 of 2
Page

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DATE

FY82

23 11 **CONTINUED**

Southeast Vessel Employees (Cont.)

MASTERS: 5.625% of one (1) month pay = \$15 per Pay Period for M/V's TAKU, LeCONTE and AURORA
\$15 per Pay Period for M/V's COLUMBIA, MALASPINA and MATANUSKA
\$11 per Pay Period for M/V CHILKAT

LEAD CHIEF ENGINEER COMPENSATION: 3 hours OT per Pay Period
(One (1) Chief Engineer only per vessel)

AGENCY Transportation and Public Facilities
(Southeast Vessel Operations)

PROGRAM Transportation

BRU Marine Highway Systems

25-82-1-01-01-00

COMPONENT 2 of 2
Page

REVISED
DATE

FY82

23 11 **CONTINUED**

DOTPF:

Aviation

design &

const budget

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER - DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811
(907) 465-3900

March 9, 1981

200H-

Re: Request for Information
by House Transportation
Committee

The Honorable Bette M. Cato, Chairman
House Transportation Committee
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

Following is information requested during the February 13, 1981 House Transportation Committee Hearing on our Aviation Design & Construction Budget.

- 1) Priority listing on intended useage of the \$4,719,000 appropriation for airport lighting under Ch 50/SLA 80.

The enclosed "Executive Summary" from the Rural Airport Lighting Report by Wince Corthell, Bryson, Freas, provides the requested information.

- 2) Delays incurred in obtaining permits and clearances.

There are a variety of Federal and State laws and regulations that must be complied with in gaining approval to proceed with construction. Those most often impacting schedules on state funded aviation projects are wetlands permits (Clean Water Act - Public Law 95-217), permits for activities affecting navigable waters (River and Harbor Act of 1899 - 30 Stat. H51; 33 USC 403) and archeological clearance (AS 41.35.070). The wetlands permits and navigable waters permits are issued by the Corps of Engineers and typically take 4 to 6 months to process. During this period the permit application is circulated among various state and federal agencies and given public notice. Objections are frequently raised, and it takes time to resolve them. We are making a concerted effort to expedite this process.

- 3) List of Federal ADAP funded projects that may not be advertised due to no Federal ADAP Funding.

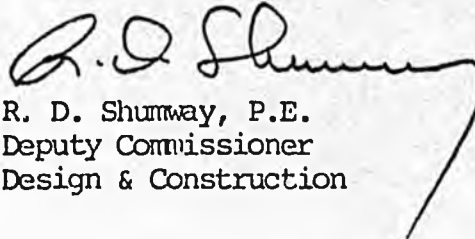
This list is being submitted by our Planning & Programming Unit.

March 9, 1981

- 4) A status report on plans to improve the terminal area at Anchorage International Airport.

It is our understanding that our Planning & Programming Unit will furnish a response to this request.

Sincerely,



R. D. Shumway, P.E.
Deputy Commissioner
Design & Construction

Attachments

cc: John Bates
Deputy Commissioner
Planning & Programming

Clayton Hueners
Director
Aviation Design & Construction

Riley Snell
Planning & Programming

RDS/sh

EXECUTIVE SUMMARY

I. INTRODUCTION

Pursuant to the mandate of Chapter 50, SLA 80 that the 33 designated rural, general aviation facilities be equipped with airport lighting, the Department of Transportation and Public Facilities contracted with Wince-Corthell-Bryson-Freas Consulting Engineers in association with Arctic Consulting Engineers for the professional services of performing this Resources and Conditions Inventory Report. The report develops a site-specific scope of work for each facility, evaluates potential power sources, defines specific components of the airport lighting system, and identifies factors which may either enhance or deter the implementation of the Chapter 50 mandate at each location.

Five village airports designated in Chapter 50; Kiana, Noorvik, Selawik, Arctic Village, and Ruby have received lighting systems concurrent with the formulation of this report.

II. SELECTION OF LIGHTING SYSTEM AND POWER SOURCES

Criteria for the selection of a lighting system:

1. Must provide not less than the minimum required lighting, with the requisite reliability.
2. Must be composed of sturdy, durable, and maintainable components of standard manufacture and having assured availability on a long-term basis.
3. Must be amendable to future upgrading with maximum utilization of original components.

EXECUTIVE SUMMARY

4. Must be designed to afford optimum protection to the various components from damage caused by maintenance activities, illicit vehicle traffic, and vandalism.

The important variables of the airport lighting system are fixture type, location, spacing and the arrangement of circuitry, conduits, and conductors. The use of local electrical power sources has several desirable aspects; it eliminates the burdens of maintenance and supply of separate power sources by the State, and benefits the utility at each location by contributing to its economic viability. Where public or privately owned power sources are not currently available or cannot now be economically extended to a particular airport, an independent power source is required on an interim basis until reliable, economical utility service becomes available.

III. CONCLUSIONS

Reliability is one prime consideration for determining airport lighting system components and methods of operation. Failure of lighting system components must be minimized; however, vandalism is a major variable effecting reliability which, in some cases, could inhibit the maintainability of the lighting system. Lengthy outages of a local utility are not tolerated for reasons of public dependence, and similarly, since other facilities served by the utility cannot tolerate a prolonged outage, having the airport lighting powered by the local utility can be regarded as dependable and thus reliable.

Standardization is another major consideration for determining lighting system components and methods of operation. Lighting fixtures of a standard type and system configuration reduce initial design and construction

EXECUTIVE SUMMARY

costs and also lessen supply and maintenance problems with system components. The best system of lighting components and circuitry for the rural, general aviation airport is the FAA standard medium intensity runway lighting (MIRL) system. Having the lighting system controlled by activation on pilot demand reduces energy consumption as well as provides a standard method for operation of the system.

IV. RECOMMENDATION

The airports in this report should be grouped in the following prioritized categories:

1. Construction plans and contract documents should be prepared for 1981 construction of the airport lighting system.
 - A. Airports north of 66° latitude except those listed under C.
 - B. Airports south of 66° latitude except those listed under C.
 - C. Airports which may require reconstruction or relocation.
2. Construction of the lighting system should be either deferred until the planned major runway improvements have been completed or preferably, included with the contract for the other major improvements.
 - A. Airports North of 66° latitude except those listed under C or D.
 - B. Airports South of 66° latitude except those listed under C or D.
 - C. Airports which require school electrical power or completion of village electrification.
 - D. Airports requiring an independent power source.

EXECUTIVE SUMMARY

Since the total of all the cost estimates included for each location is more than the amount allocated for this work, the allotted funds will be expended on this prioritized basis. Also due to the shortness of funds and the lack of engineering and maintenance experience with the Visual Approach Slope Indicator (VASI) system in rural areas, the VASI's will only be installed in the following prioritized locations:

1. Chevak
2. Huslia
3. Emmonak
4. Ambler
5. Grayling
6. Noatak
7. Kipnuk
8. Hoonah, Skagway, Haines

Provisions will be made when installing other lighting system components to provide for the simplified installation of VASI's at all other listed airports if future funding becomes available.

It is recommended that the airports which will have lighting systems installed in 1981 be combined so that from three to five airports are grouped for advertising as one contract. This will provide for the most cost effective method of accomplishing these installations in a timely manner.

A service arrangement with the local utility (Alaska Village Electric Cooperative or individual village agency) should be established which includes provisions for the utility to assume ownership and maintenance of all distribution line extensions constructed to serve the airport

lighting systems. A portion of the initial capital cost of the distribution line extensions constructed to serve the airport lighting systems. A portion of the initial capital cost of the distribution line extensions should also be rebated the State by the utility lowering the charge per kilowatt-hour of electricity consumed while operating the lighting system. Right of entry or easements must be obtained from local land holders prior to the construction of the distribution line extensions. As the location of these extensions are generally fixed, processing of these permits or easements should begin immediately. Also a line extension should not introduce materials, voltages or construction methods which differ significantly from those of the existing local utility system.

It is anticipated that the scheduled airport lighting system can be designed and advertized for construction bids prior to June 15, 1981, but the lead time required for the supply of the hardware is three months or more for most of the components. In order to accomplish a major portion of the Chapter 50 mandate during the 1981 construction season it is imperative that the State purchase all the hardware of the lighting system prior to actual contracting for the installation of the lighting system at each site. Along with accomplishing the goal of having these airports lighted in 1981, a major maintenance benefit is derived by having State-supplied materials for the contractors which accomplishes another goal of standardized components within all the lighting systems.

Operating funds for maintenance of those lighting systems which have been budgeted for FY81, but which will not be installed until early FY82, must now be added to the FY82 budget. Operating funds should also be budgeted as projected for the estimated yearly maintenance costs of

*Pending the availability of funding

EXECUTIVE SUMMARY

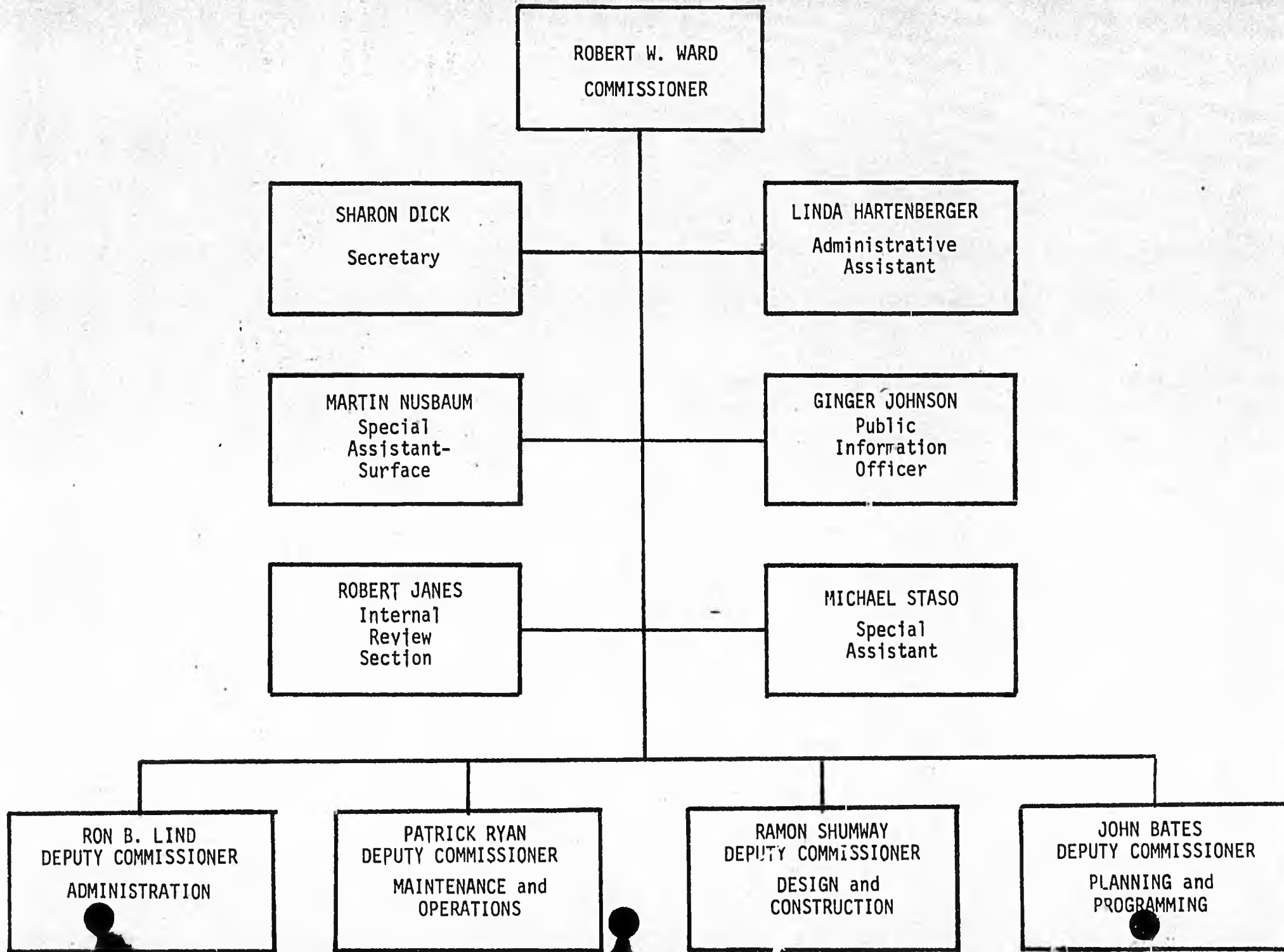
each location. A large overall statewide increase in operating budget for rural airports must be anticipated, for not only are the lighting systems causing additional direct maintenance costs such as utility bills, fixture replacements and general lighting system work, but also indirect costs such as increased snow removal and grading work are incurred.

In synopsis, the recommendations contained in this Resources and Condition Inventory Report for Rural Airport Lighting should be adopted and implementation should begin immediately.

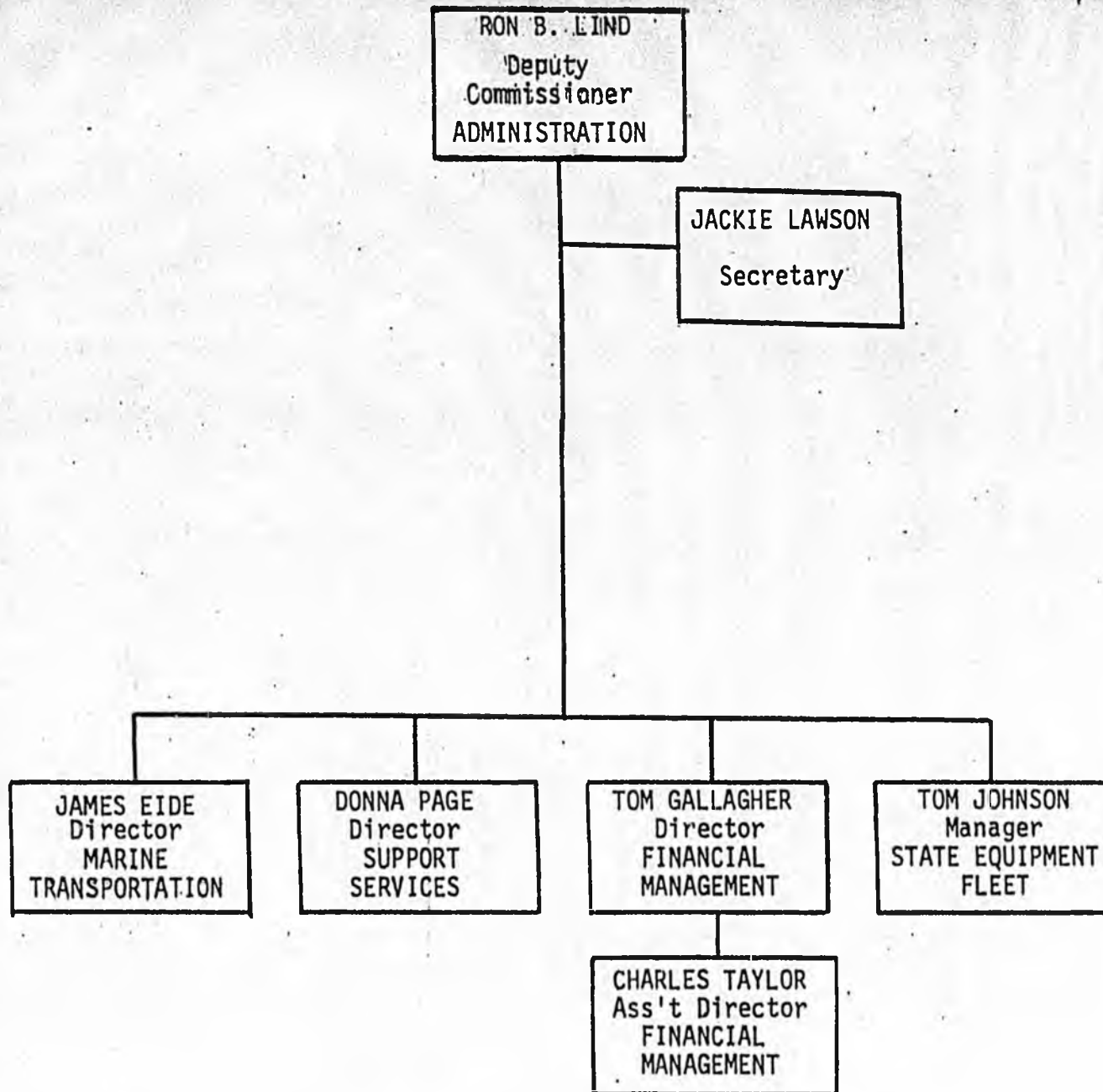
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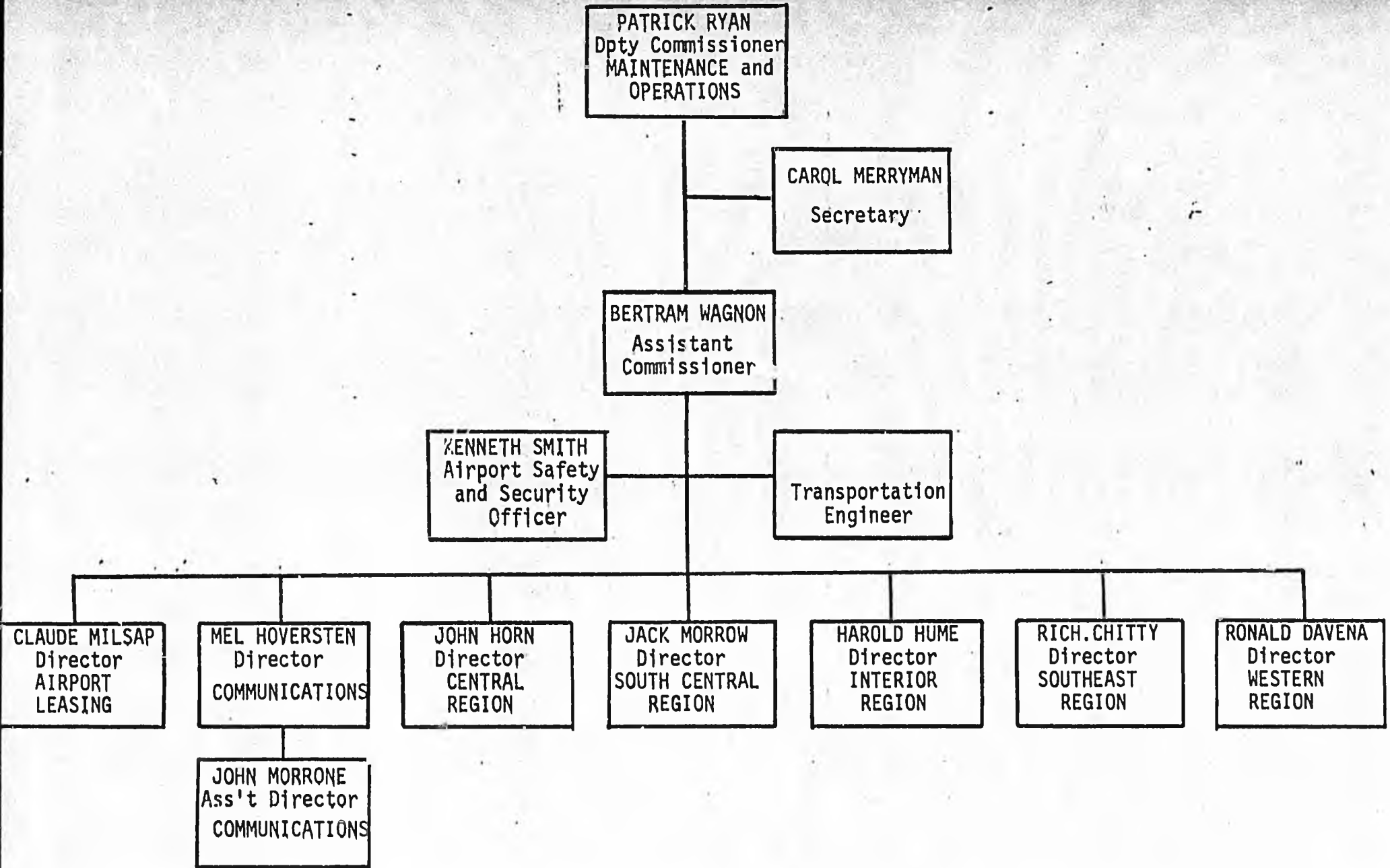
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES



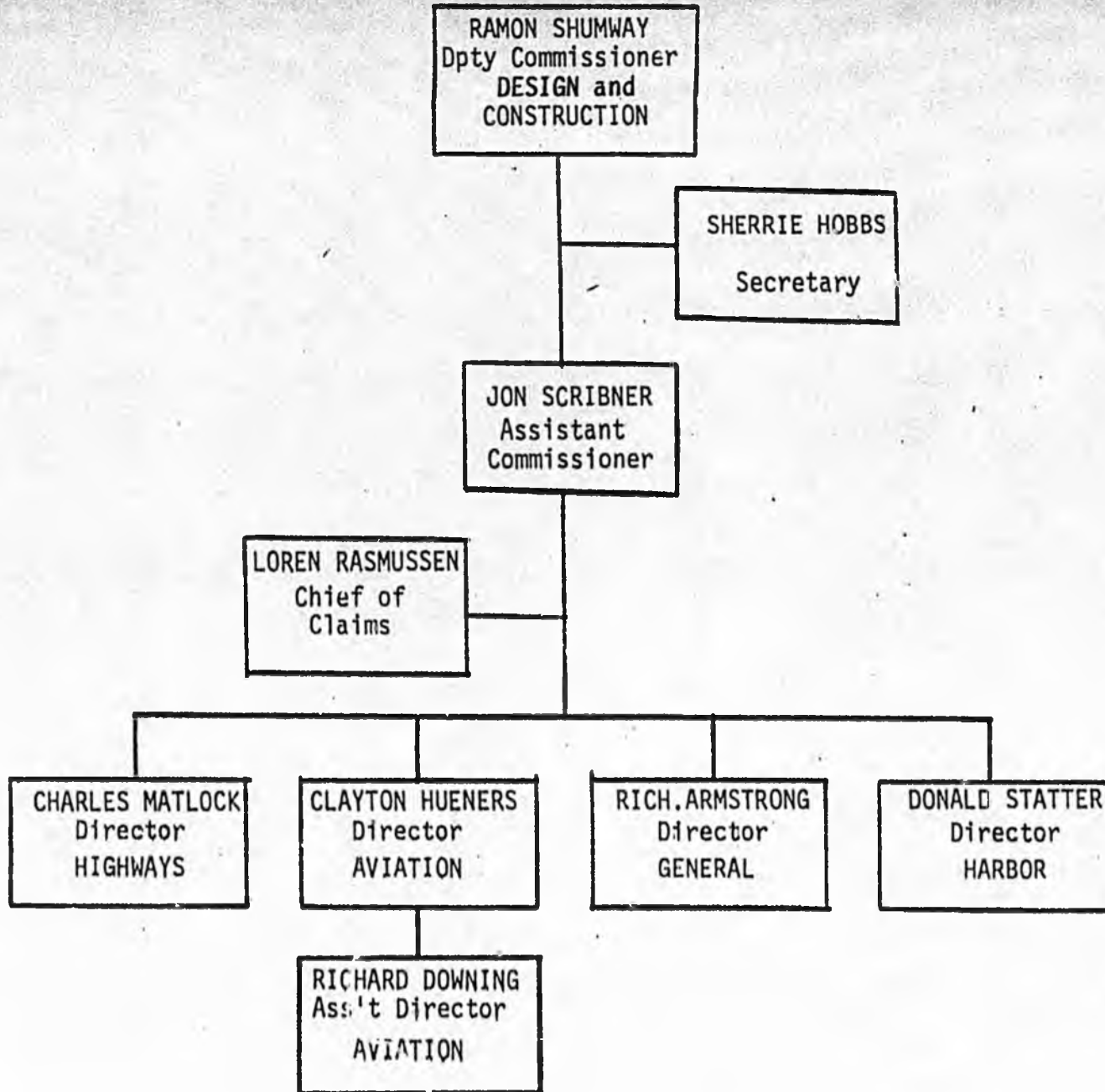
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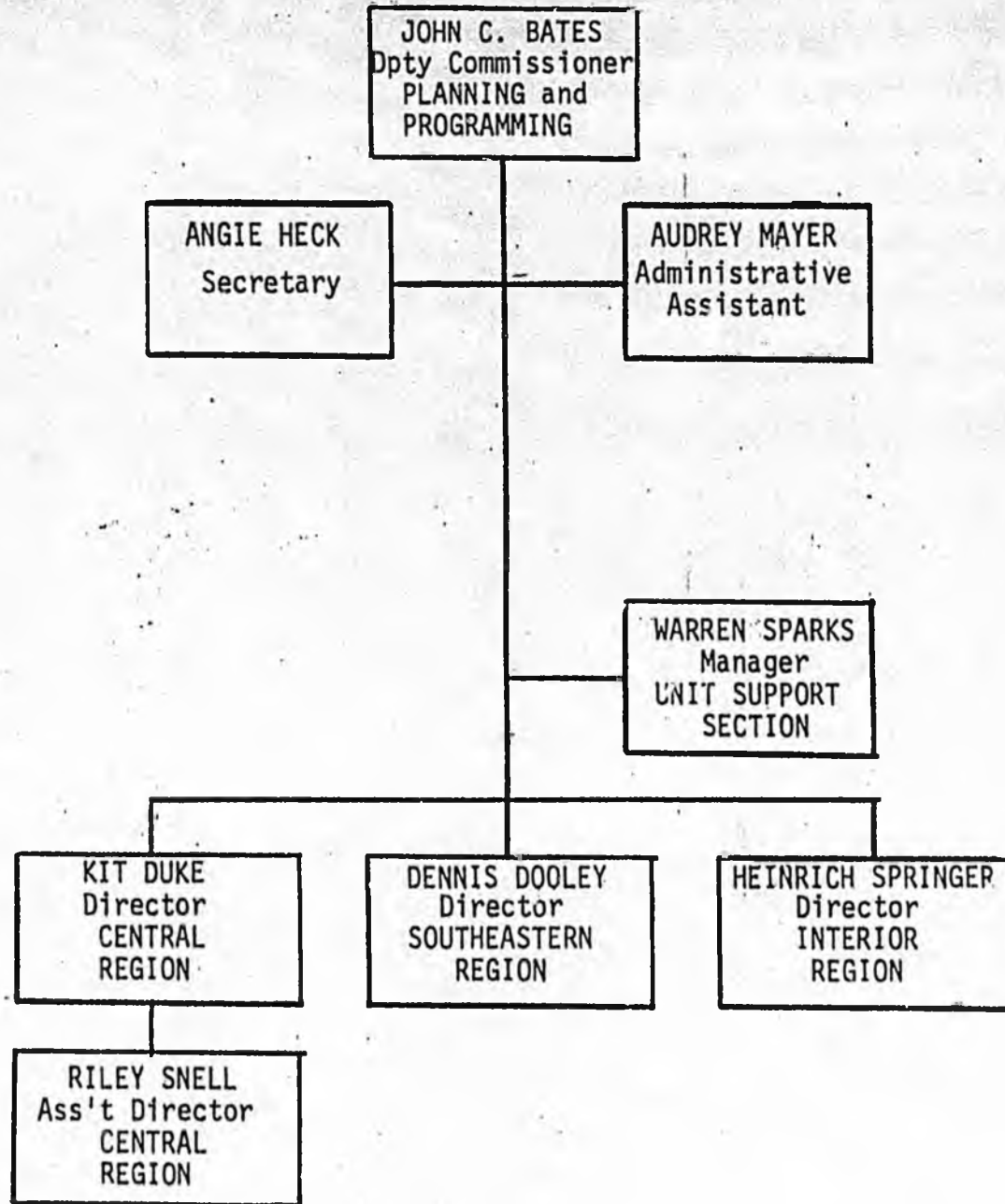
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Knik.

Arm

Crossing

THE CROSSING QUESTION

Anchorage simply was built in the wrong place—there is no place for the city to expand but straight up or straight across. Since up has its limitations, the preferable way to grow would be across—either across Turnagain Arm or Knik Arm. One—or both—of the proposed crossings will be needed in the near future. Here is the full report, compiled by Associate Editor Robert G. Knox. (For a look at Cook Inlet's historical development, see page 42.)

DINE some evening at the Crow's Nest restaurant atop the Captain Cook Hotel in downtown Anchorage and you will get a splendid view of Cook Inlet and Mount Susitna on the opposite shore. Just below your window is the end of busy Fourth Avenue. A bit beyond are the narrow waters of Knik Arm and Point MacKenzie on the opposite shore. Above that lies the sleeping lady in all her serene beauty. It all seems close enough to touch.

This deceptive bit of scenery makes up one of the biggest stumbling blocks in Anchorage's economic development. That tiny stretch of water—it looks like you could almost hop across from ice cake to ice cake in winter—has been cursed and discussed ever since Anchorage was a tent town. If there was just some way to bridge that little stretch of water then all of the vast Susitna Valley would immediately become available for expansion.

Such room for expansion has become a must for future growth for just one main reason: Anchorage was built in the wrong spot. Just as Juneau was built on a practically vertical hillside for no reason other than the nearby gold—and Fairbanks was built in the muddy, flooding bend of the Chena slough for similar economic reasons—Anchorage grew up at the mouth of Ship Creek because of the railroad's construction. There was certainly no other reason for a town at this particular place.

Look at the disadvantages. Leave out all of those clay cliffs that sluffed off in the 1964 earthquake, and all those acres of swamp that have had to be filled (and are still forever plagued with a water table practically to the surface). Just look at the mountains that hem the city in on three sides and the inlet completing the fence along the fourth. Of course there is one narrow exit. But that is completely plugged

with Elmendorf Air Force Base and Fort Richardson.

There is no way to go but up or across. Up the homes have been going until now they are building practically atop the Chugach peaks. The only other practical solution is to reach the far far shore. But how to get there?

Even the builders of the Alaska Railroad considered that question. They gave some thought to the possibility of a causeway which would take the tracks across right at Anchorage rather than having to go all the way up and around Knik Arm before they head inland to Fairbanks. But in that day and age a crossing could not be justified economically. Can it now? That is one of the two big twin questions facing planners of the state Department of Highways right now.

The other—which is due to be answered even sooner—can best be illustrated this way: Rent a car in Anchorage and drive to Kenai. By the time

you drive past Potter you have put a dozen miles on the odometer but you have many, many more than that to go on down the side of Turnagain Arm, across the end, and up over the mountains, before you actually start heading for Kenai. But here at Potter you can actually see the far shore of the arm and it looks even closer than the 3.5 miles it measures. A bridge in this area would cut the Anchorage-Kenai trip mileage from 154 miles to 94. But the saving in time—with a direct, low-level route rather than one of winding roads and mountain passes—would be even more than that suggests.

Part of the question about the Turnagain crossing has already been answered: It is economically feasible, provided it is feasible from an engineering standpoint. That second part of the question is to be answered in the year to come.

A just-completed study, conducted by a consulting engineer firm—Porter, Armstrong, Ripa & Associates — has placed the Turnagain project on a timetable for engineering investigation and a final decision on construction. The engineers estimated it would be possible to actually advertise the construction job early in 1971 and complete the work by October of 1974. Since then Governor Walter Hickel has asked the Highway Department to give the work priority and shave a year off this timetable.

If a bridge across Turnagain Arm should actually be open to traffic in 1973 or 1974 it would mark the completion of some thirty years of consideration, investigation and study because such a crossing was first considered in the early years of World War II.

THE IDEA of a possible crossing of Knik Arm, of course, far predates that period by going back to the early days of the Alaska Railroad. The projected Knik Arm Causeway also came to public light in its present form several years before the project to span Turnagain Arm.

The date was mid-1954. The individual who gets credit for awakening interest in the Knik Arm crossing is Ken Hinchey. Long active in the construction supply business in Alaska (as well as a variety of other enterprises) Hinchey was then chairman of the Anchorage Chamber of Commerce's Port Committee. A man never to back away from a fight, Hinchey was to go on to serve as mayor of the city for a brief period (before resigning in the midst of a controversy over city contracts) and always remain active in pushing the plan for a Knik Arm crossing.

His first presentation of the idea came July 19, 1954 and actually put forth the crossing as only the means to

an end—a dam to provide calm waters and less silting and ice problems for navigation. His real aim was to turn Anchorage into a seaport and ironically, the port would come to be built and prosper long before the Knik Arm question was finally settled. But to Hinchey at the time it seemed a causeway provided the solution to problems of getting an Anchorage port started.

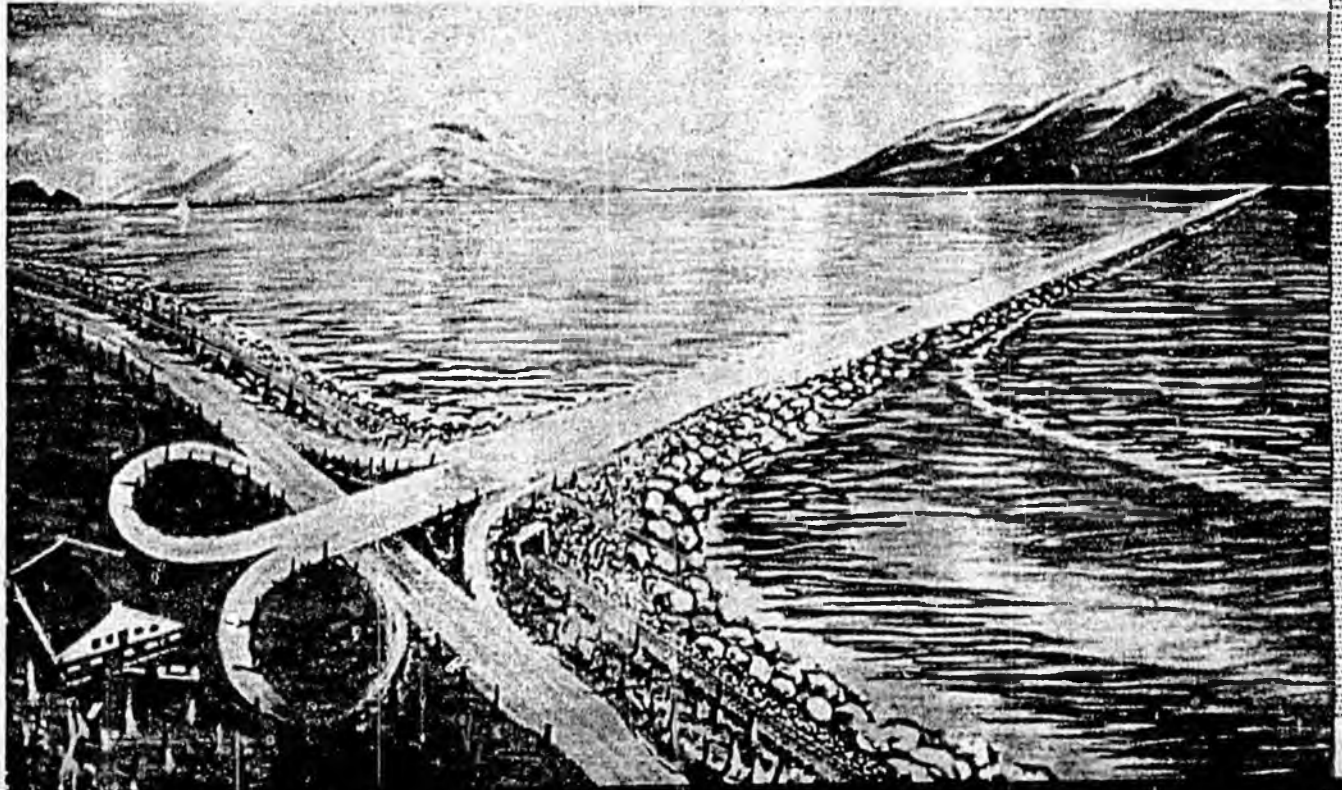
"It has been proposed by several engineers that it would be possible to control the severe currents in Knik Arm, thereby alleviating much of the silting and icing problems which are now nearly unsurmountable," Hinchey said. "The construction of a causeway between Point Cairn and the north bank of Knik Arm seems feasible."

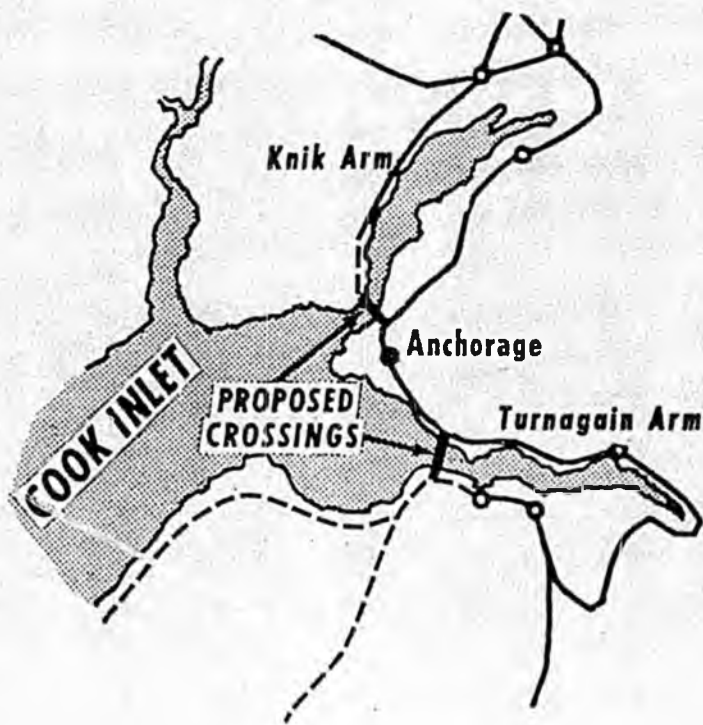
He did envision other advantages to be brought about by construction of such a dike-causeway: "That a shorter rail route to the Fairbanks area be made practical" and "that an immense area north of Knik Arm be opened for development of any nature most practical."

But basically he saw the causeway-dam as an aid to navigation in upper Cook Inlet and to growth of Anchorage as a seaport city. He continued to expand on the idea in remarks before the Anchorage Chamber of Commerce meetings on November 1, 1954, and again on May 23, 1955, by which time

—Continued

This artist's conception shows the causeway across Turnagain Arm which was proposed in 1959 by engineer Floyd Harmon. At the time he estimated the structure would cost \$8 million and carry a roadway as well as power lines and a natural gas pipeline. In more recent studies a bridge structure has been favored rather than the impervious rockfill causeway as proposed originally by Harmon.





The Crossing Question

—Continued

he was chairman of a "Causeway Committee" formed by the chamber.

The idea started to gain support, too. On May 25, 1955, the Anchorage Times carried the first of what would become a series of editorials extending across the years in support of the causeway idea. In that initial editorial, The Times said:

"Building a causeway across Knik Arm from Anchorage is a dreamy sort of proposal. It would cost millions of dollars. It would involve engineering problems of great magnitude. It would require cooperation of many agencies and immediate interest among them seems to be approximately nil.

"But the project is the type of dream that has been a dominating factor in the development of Anchorage . . . The size or cost of a project has not deterred the people of Anchorage in their efforts to get things done. They have seen many of their dreams blossom into reality. They have created interest where none existed when they started . . .

"The causeway project, even though it looks financially impossible now, fits squarely into the picture . . ."

Hinchey's dream picked up other support, also. The Chamber organized a \$100 club to seek a fund of \$5,000 to help pay for a preliminary feasibility study. Such a study was actually made, dated December, 1955, by Ivan Block and Associates. In later years an Army Corps of Engineers study of Knik Arm would be authorized but stagnate due to lack of funding.

A lack of funds has continued to plague progress of the Knik Arm project over the years, as it has had to take a back seat to other projects and developments time and again. (This is a situation true even today with the Legislature hesitating to approve even \$100,000 for a feasibility study.)

Despite that initial burst of enthusiasm and support back in 1954 and 1955 the project soon began to lag. In fact, it almost seemed to disappear from the scene and by mid-1961 the Times was questioning in an editorial:

"What has become of the proposal to build a causeway across Knik Arm?"

The editorial seemed to answer its own question when it went on to say:

"Another causeway proposal is getting attention. It is the Turnagain Arm project, south of Anchorage . . ."

The Turnagain project had come on the scene in 1959. At that time Chugach Electric Association was considering a possible crossing of Turnagain Arm to bring its Cooper Lake power into the Anchorage area. Anchorage Natural Gas Corporation was also considering a crossing of Turnagain to bring its Kenai natural gas into Anchorage. But the man who really should receive the credit for sparking public interest in the crossing was connected with neither organization. He was a civil engineer working then for Federal Electric Corporation by the name of Floyd Harmon. The Turnagain crossing was just as much a personal project to Harmon as the Knik Arm crossing was to Hinchey.

BACK in the early 1940s a crossing of Turnagain Arm had been given some consideration but as a highway bridge. Harmon was thinking rather of a fill-type causeway and that was the way the idea was presented in 1959.

The presentation was made in November at meetings of two chamber of commerce groups. It is interesting to note that the chamber of commerce director leading the discussion was Walter J. Hickel. He described the project as having a "lot of economic merit" and said he felt the project would not be a difficult one. "It could be done with conveyor belts, bulldozers and dynamite," Hickel said at the time.

As Harmon envisioned the causeway, it would stretch across Turnagain Arm starting from Mile 97 on the Alaska Railroad (near Potter) some 3.5 miles to Gull Rock. It would be 75 feet wide on top which would allow ample room for a standard-width roadway plus parking strips and walkways on each side. He estimated cost at that time, for construction of the rock-fill impervious causeway at about \$8 million.

Harmon noted that the causeway would make the then-new oil and gas fields of the Kenai closer to Anchorage and open up new country on the peninsula. A side benefit would be creation of a new recreational area as the causeway dam would create a 25-mile-long lake in what had previously been the main body of Turnagain Arm.

The causeway idea got no real support from Chugach Electric or Anchorage Natural Gas. CEA was to decide shortly to carry its transmission line around the head of Turnagain Arm. Later, Anchorage Natural would lay its pipeline under Turnagain Arm rather than on a bridge or causeway. But the causeway was adopted by the

Chamber of Commerce and it started a vigorous campaign of support.

The name of another Anchorage resident who has long been associated with the campaigns for the two crossings came into the story at this point. He was Jack White, real estate developer and businessman, who has been serving the chamber for many years as a leader in its highway development program.

On January 29, 1960 he was writing a letter to Richard Downing, then state commissioner of public works (and at that time responsible for the highway program). The letter noted:

"During the past several months considerable interest has developed locally concerning the economic and engineering feasibility of building a causeway or bridge across Turnagain Arm in order to shorten the distance between Greater Anchorage and the communities of the Kenai Peninsula . . ."

White went on to tell the results of an open meeting held with representatives of interested agencies and to list the advantages which it appeared would accrue from construction of such a span. He closed by urging the state to act favorably and "order the necessary study."

At this point the wheels of government seemed to spin at an amazingly fast speed. On March 1, Downing was replying:

"My opinion is that this project is worthy of investigation." He added that it appeared the Alaska Division of Highways, which was then under his control, would be able to provide funds for the study.

In less than two months, H. M. Pentecost, then planning director of the Division of Highways, completed a document titled: "Preliminary Report, Proposed Crossing, Turnagain Arm."

While the action was speedy, the results were far from what the Turnagain Arm boosters might have hoped. In his recommendations, Pentecost turned thumbs down on further study:

"A thorough feasibility study of a Turnagain Crossing might cost from \$50,000 to \$300,000 depending on the extent of borings and other foundations investigations. Such an expenditure would hardly seem justified unless the Highway Division is definitely prepared to program a minimum of 18 million dollars for construction of a crossing if its feasibility is conclusively demonstrated. If the programming of this amount is not considered to be a possibility, then no further study should be undertaken at this time . . ."

And, just before he had given his opinion of programming that amount:

" . . . However, an initial investment

of about 18.5 million dollars would be necessary before any benefits could be enjoyed. This would represent approximately 40 per cent of the total annual highway construction funds available at present, and the wisdom of such an expenditure in Alaska's present circumstances might be questioned by the general public, the state government, and the U.S. Bureau of Public Roads . . ."

The reasons and reasoning behind the speedy report and its unfavorable recommendations can only be guessed. Pentecost was apparently a sincere critic of the project. Five years later, when the project was again in the limelight, he would write a letter to the editor of the Anchorage Times defending his report. He said in part:

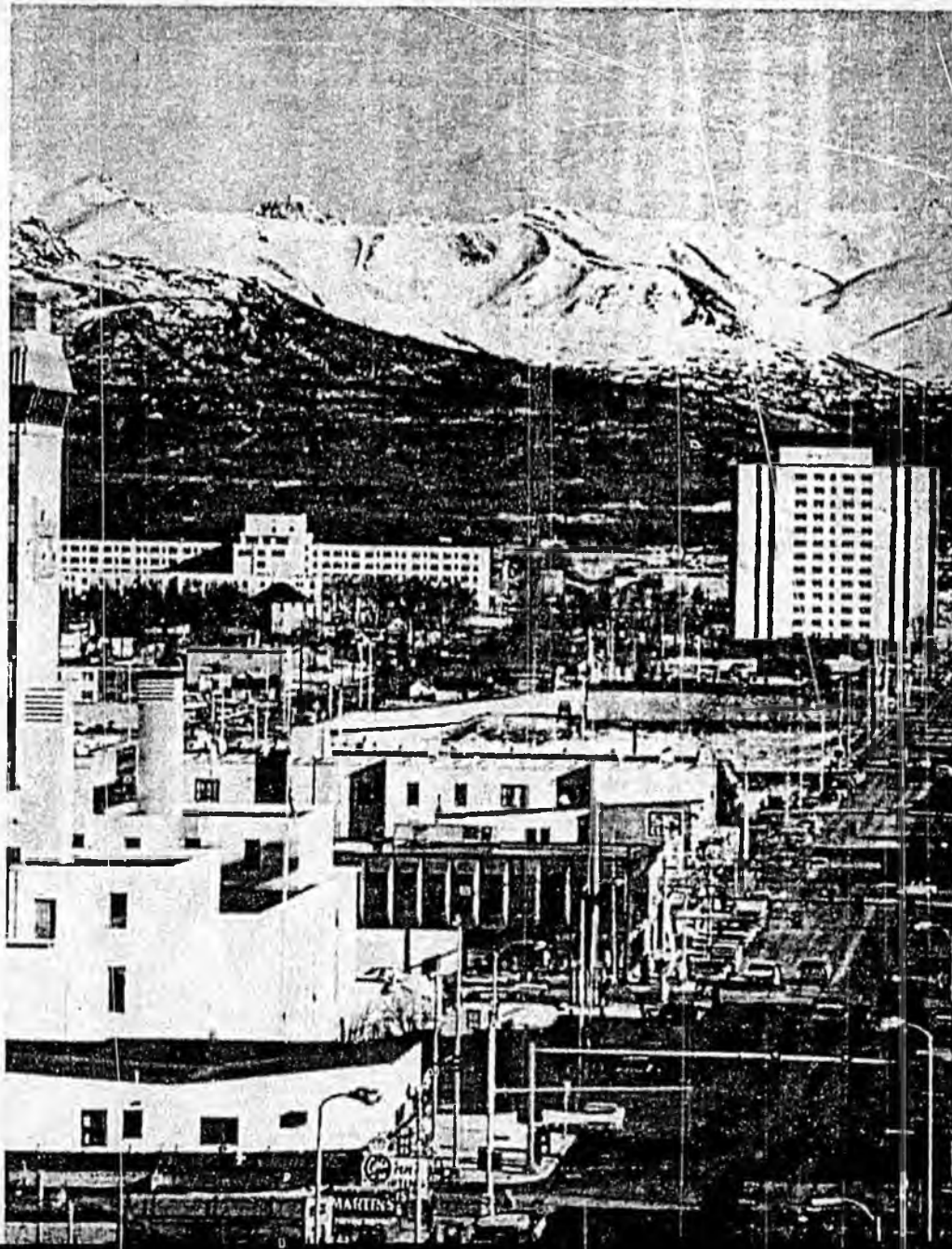
" . . . In Alaska there are many potential highway and bridge projects which would produce annual benefits 5 to 10 times their annual costs. A Turnagain crossing will not do that well, even if the earthquake damage has greatly changed the cost factors in favor of its feasibility."

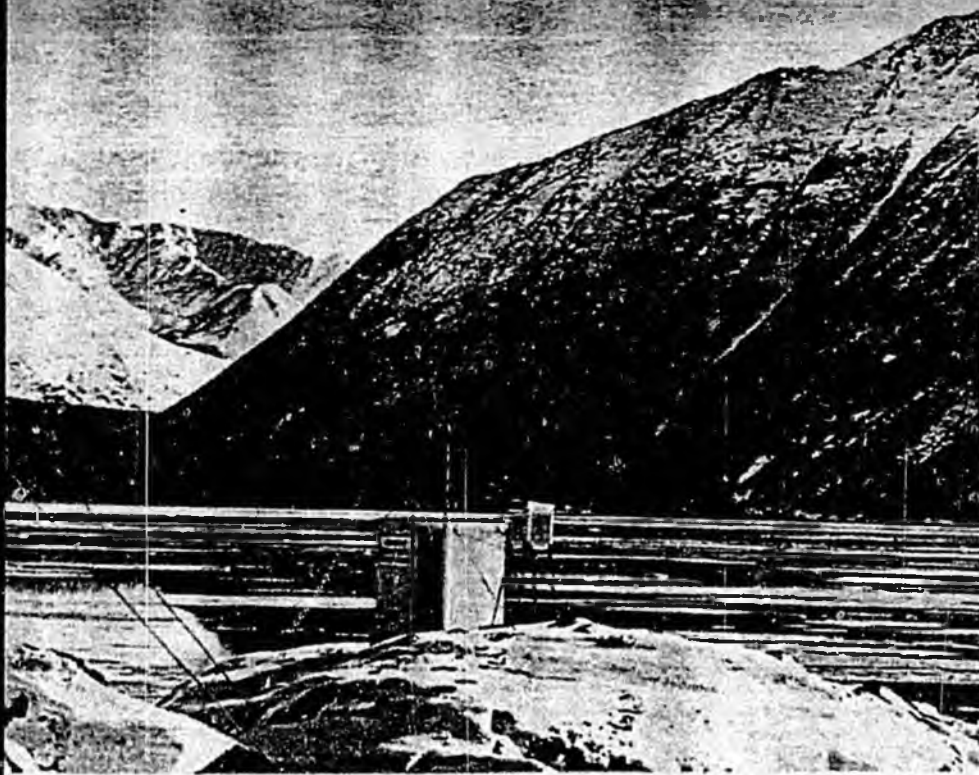
In the letter—written from Santiago, Chile where he was then employed—Pentecost concluded this way:

"Cautious planning reports deserve just as much consideration by the public, and by the press, as those which are highly favorable. In both cases they are a sincere attempt to estimate how the people will be served by a proposed improvement. Chambers of commerce and public figures play an im-

—Continued

The fast-growing city of Anchorage is hemmed in by the Chugach Mountains that rise right at the end of its main streets and encircle it on three sides. Crossing of the two arms of Cook Inlet could provide the needed room for future expansion.





This is the proposed site for the Turnagain Arm bridge crossing looking from the Anchorage side. In foreground is weather equipment station erected in mid-channel beyond this point. Mountains in background are on far shore of Turnagain Arm, 3.5 miles away.

The Crossing Question

—Continued

portant part in the U.S. drive for constant improvement, but the feasibility of large engineering projects should not be decided by civic programs and pressures alone."

There could be little arguing with that thought but it did appear that in this particular case there might have been some pressures from the other side to dispose of the Turnagain Arm crossing idea with as much speed as possible. It did seem the report was issued with more than usual speed (according to some sources Pentecost received exactly one week to write the report) and there was no denying that it was effective in at least delaying the project. The crossing plan was to take on some of the aspects of a political football in the still-continuing game of sectional politics in Alaska before it advanced its next step.

It would get to the point in fact where two state senators—from Nome and Sitka—would enter a bill providing an election on the question of a sale of \$10 million in bonds to build a causeway across Turnagain Arm.

To the Anchorage Times this appeared only an effort to "cloud the issue" and damage chances for approval of another then-pending bill

to provide \$300,000 for serious engineering studies of the project.

Whatever the motives of the sponsors, the bond-issue bill quietly disappeared and the funds were approved for the first full-scale engineering study of the proposed project.

The state invited proposals in July, 1962 and signed a contract on September 28 after looking over some 22 proposals. Selected to make the study was a joint venture of two engineering firms: Porter, O'Brien & Armstrong of Sacramento, California and Tryck, Nyman and Associates of Anchorage. The contract covered a study to be conducted in four phases—but all of them were not to be completed.

FIRST phase consisted mainly of research of existing data and it was completed and a report submitted on March 8, 1963. On April 1 the order was issued to go ahead with Phase II—consisting primarily of alternate crossing studies—and this report was submitted in January, 1964. By this time some estimates were beginning to be made:

- Construction costs were estimated in a range from about \$14.1 million to

\$95.3 million depending on the location and type of structure used.

- Of the three possible crossings studied, it appeared the most feasible was Cape to Isle which would be 18,500 feet long. This would leave the Seward Highway four miles south of Potter and connect with the Kenai Peninsula near Gull Rock.

- At this location, costs were estimated to range from \$27.8 million for a bridge to \$93.7 for a fill-type crossing with three-foot shoulders; and \$95.3 million for a fill with 10-foot shoulders.

These were only general estimates and there were no specific recommendations made as traffic data for the various crossing locations were yet to be developed and evaluated under later studies. The preliminary cost estimates presented were also based on very meager foundation and ice-load data. The detailed foundation studies were to be made in the following phase—which was never ordered.

However, some general shapes of the project were beginning to emerge. For instance, engineer Harmon's original plan for an impervious-fill causeway-type of crossing was fading further and further into the background. Too, the Isle-Cape crossing site seemed to be the obvious choice of locations for what apparently would be a bridge-type crossing.

While the Phase II report was still under study in the offices of the Department of Highways the March, 1964 earthquake struck. This changed the whole situation.

The then-existing highway around Turnagain Arm was a shambles. Nearly every one of the numerous bridges across creeks and rivers flowing into the arm had been destroyed. In many spots the highway itself was now under water of the arm at high tide due to the sinking of the land level in the quake. It appeared quite likely it might be more feasible now to build the arm crossing rather than rebuild the highway.

With this in mind, the state did not order Phase II of the study but instead started on a route study to determine which would be most feasible: Build a crossing of the arm at one of four possible locations or rebuild the existing highway around the arm. (Of course, if a crossing was selected it would still be necessary to rebuild the existing road but not to first-class standards. It would then become a secondary road and department officials said it probably would not be maintained during the winter months.)

This route study took the remainder of 1964 and meanwhile the existing

highway around the arm was being patched up so that it was at least marginal for traffic. That was the only possible description as the road often closed—during high tide periods—and traffic between Anchorage and the Kenai Peninsula was a mere trickle that summer.

Early in January, 1965 the state announced its recommendation and it appeared the causeway boosters had won at least a partial victory.

The state recommended construction of a bridge crossing of Turnagain Arm at the Isle-Cape site. It estimated the cost of the bridge crossing and the connecting roads (a short road connection to Hope and a completely new road west of the Kenai Mountains to the Sterling Highway) in excess of \$60 million. The recommendation did torpedo the original causeway plan but at least it recommended a crossing of the arm rather than rebuilding the existing highway around the arm. Also, it came out for the Isle-Cape crossing, the most westerly of the possible crossings and the one long sought by the Anchorage boosters.

But while the state recommendation was at least a partial victory it was far from the end of the war. Because it was only that: a recommendation.

If the crossing was to be built—at least at this time—it would have to be done with federal emergency aid. The idea in the route study was to see if emergency earthquake aid could be obtained for building the crossing by substituting it in effect for rebuilding of the highway lost in the quake. Unfortunately, for the crossing backers, the federal government did not see fit to go along with the state recommendation.

The federal refusal was known by spring, but the announcement did not come officially until June. Then Rex M. Whitton, federal highway administrator, said the crossing plan had been rejected in favor of rebuilding the quake-damaged portions of the highway. He gave two reasons: The crossing was beyond the scope of the emergency repair program and the negative decision was also prompted by the recently-completed U.S. Department of Commerce Alaska highway needs study.

With that plan shot down in flames the crossing backers had to regroup. Jack White suggested a closer look at paying for the crossing with tolls:

"I suggest charging a reasonable toll—say \$3 per car," White said. "At the

rate of 2,000 cars a day this would raise enough money to finance the whole bridge without cost to taxpayers . . ."

OPENING of the next session of the Legislature, in January 1966, saw a bill tossed into the hopper to build the crossing. Four state senators, Howard Pollock, Brad Phillips and Nick Begich, all of Anchorage, and Yule Kilcher of Homer, introduced SB210 which called for a \$28 million general obligation bond issue to finance the project.

The session passed several other bond issues but not the one for the crossing. In fact, that was the last heard of the crossing until after the fall elections that year. When the elections were over the man who had made the first presentation of the causeway plan back in 1959 was in the governor's mansion in Juneau. Not surprisingly, the Turnagain crossing was soon back in the headlines. On March 1, 1967 the main story on the front page of the Anchorage Times started out like this:

"Gov. Walter J. Hickel today said he is 'completely confident' a vehicular causeway and bridge across the Turnagain Arm of Cook Inlet near Anchorage will be operational within five years."

By the middle of May the state was announcing it had signed a contract with the Newark, New Jersey engineering firm of Porter, Armstrong, Ripa and Associates for a financing study

of the crossing. The contract called for a review and analysis of all methods which might be used to finance the proposed crossing and the study was also to include a review of available traffic data for the area. The study was to determine first if the project was feasible from a financial standpoint and, if so, how best it could be financed.

Results of that study were announced early this year and they came in the form of seven chief findings:

"1. The Turnagain Arm Crossing is an economically justified project.

"2. The average saving per passenger car using the crossing would be \$8.43 and would be \$28.71 per truck.

"3. On the basis of present data and assumptions, the estimated cost of the crossing is \$47 million.

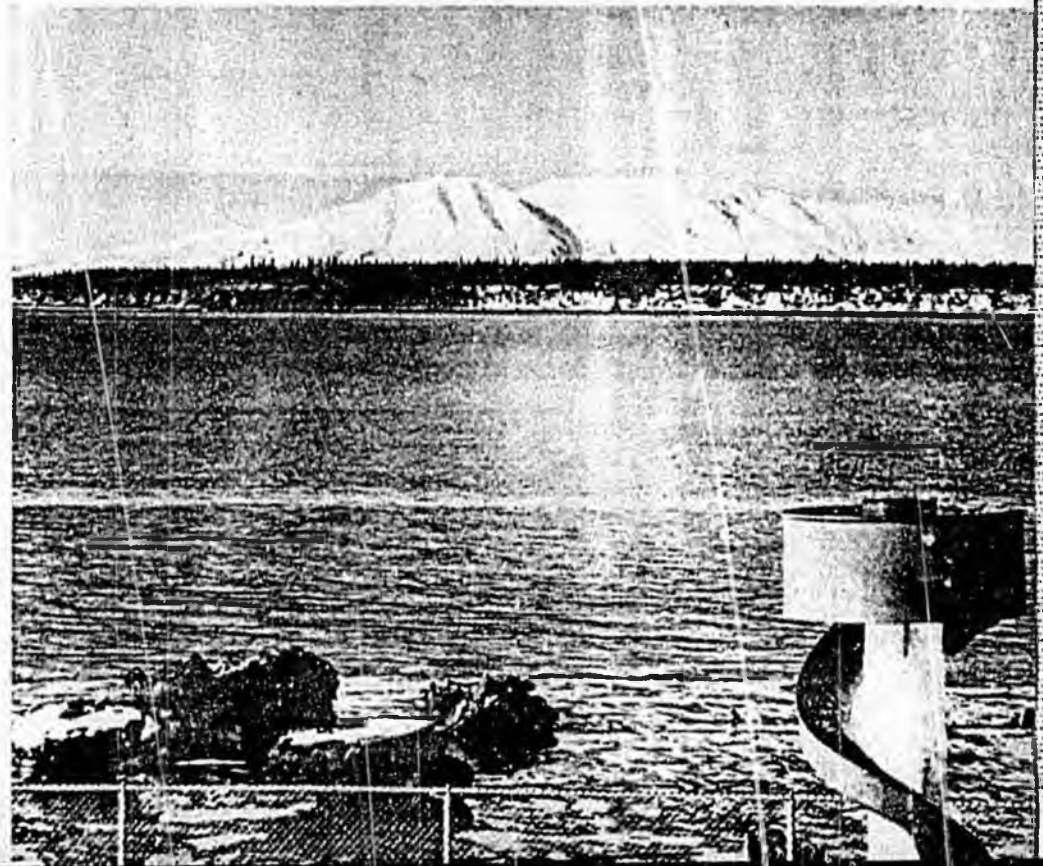
"4. The crossing could be financed with a bond issue supported by tolls of \$3 for passenger cars and \$15 for trucks, on the basis of assumptions made in this report. Extensive foundation and ice investigation studies will be required before decision to proceed.

"5. Utilizing Federal Aid to assist with the financing of the project can be accomplished in several ways. Determination of the best method will require evaluation at the time decision is made to proceed with constructing the project, in view of the overall highway financing situation at that time.

"6. The state is justified in proceeding with detailed foundation and

—Continued

The children's slide is in a park in downtown Anchorage. The narrow unbridged stretch of water is Knik Arm. Rising above the far shore of Point MacKenzie is the sleeping lady — Mount Susitna.





Crossing Knik Arm can be done speedily now by airplane. This bush plane—landing on a strip on Point MacKenzie—brings supplies to homesteaders in that area who live just four miles from Anchorage but are hours and hours away by land.

The Crossing Question

—Continued

ice pressure investigations necessary to establish the engineering feasibility and firm up the estimated project cost. The major portion of this work can be financed with Federal Aid one and one-half per cent planning funds.

"7. The time required to complete the investigations, engineering and construction would be about six years."

The study continues the recommendation of earlier reports for a continuous plate girder structure with spans of about 130 feet, supported by eight-foot diameter, concrete filled caissons. "The most economical solution appears to be a pier design using two eight-foot diameter caissons, 20 feet on centers, tied together by a six-foot thick concrete cap," the study noted. The wall thickness of the caisson steel is one inch and the piers were estimated at 150 feet in length, with an average of 80 to 90 feet embedded in the foundation. The study also noted:

Special provisions will be made in the design to provide integrated movement of the structure so that earthquake action will not result in sections battering against each other. On the basis of the assumptions made, it is believed the proposed design will withstand severe earthquake stresses satisfactorily."

Problems involving the ice movement in the arm were also checked. One special problem was researched

and the report noted it will require further detailed study as design plans are firmed up. This involves the abrasion of the steel caisson shells by ice floes. "The ice in Cook Inlet and Turnagain Arm contains many particles of sand and silt," the report noted. "As the ice floes pass by the caissons, a sandpapering effect occurs on the steel shell with a consequent loss of section estimated at 0.3 mills per year."

Epoxy coatings were considered for stopping the erosion but were not considered durable enough. A stainless steel wrapper, applied within the ice-abrasion reach is suggested as a solution and is to be investigated further.

The problems caused by the extremely strong winds that sweep through the arm, and winter snow conditions, were also noted:

"In order to reduce wind resistance and to facilitate snow removal, solid curbs and parapets have been replaced by a standard guard rail system. This treatment will need further evaluation at the time of design. The protection supplied by a solid parapet to vehicles against strong winds needs further consideration."

The report also noted that some superstructure revisions had been made as a result of experience during the 1964 earthquake. "The precast composite concrete deck has been modified to a cast-in-place deck which is effectively tied to the girders with shear connectors to provide integrated action. Special stay-in-place bridge deck forms can be effectively utilized."

Due to the estimated increased cost of the proposed bridge structure, the report said further studies were made of the possibility of building an embankment across the arm—but the studies were not encouraging:

"Further detailed study was given to the method of effecting closure. This involves some tremendous problems and great difficulties with any method of closure which could be devised. Increasingly high velocities will result as closure progresses. This is the most difficult problem, as evidenced by the great difficulties encountered elsewhere in making similar closures . . .

"In view of these difficulties, it does not appear economically feasible to construct an embankment crossing as compared to a bridge structure. However, detailed foundation investigations may suggest additional consideration."

The report also noted that studies were made of a possible crossing which would utilize part fill and part bridge. It said that hydraulic calculations showed that any appreciable length of fill would increase tidal velocities and

consequent scour at the bridge piers and at the ends of the fill.

"The economics of mass production or repetitive construction methods would be reduced because in Turnagain Arm mobilization for either type of operation is a major item. For the minimum height of fill the cost per lineal foot will be nearly the same as for a bridge.

"Thus, a combination type crossing does not offer economical advantages."

IN ADDITION to discussing its findings, and making its recommendations, the study pointed the way toward the next necessary steps. It noted that before studies can proceed to definitely establish the design and cost of the structure, extensive foundation investigations must be made to establish characteristics of the foundation material. "The density of the material in place at the various depths, along with its other characteristics need definition," it noted.

It was also suggested that a part of this investigation should include construction of a prototype pier with extensive instrumentation to provide data on ice pressures, including size and direction of travel of ice floes, for use in the final design. Information concerning the wind velocities at the actual location of the structure can also be obtained from this prototype test pier.

A short time after the report was made public in March, Governor Hickel announced that he had given the crossing priority engineering and testing status with the aim of being able to start construction a year earlier than proposed in the study.

Under the new timetable announced by the governor, the actual construction job would begin in May 1970 and be completed in October of 1973.

At the same time Charles S. Matlock, Anchorage area district engineer for the Highway Department, said that the observation and test pier was currently being designed and would be placed in the inlet this summer to collect wind and ice data next winter. He said the test pier would contain various weather data gathering instruments and would be equipped with a small helicopter landing pad on top to allow for servicing and checking of the pier.

Hickel noted that the next step planned by the Highway Department was to carry out extensive drilling in Turnagain Arm at the proposed crossing site to determine soil types and conditions and the bearing capacity of the underlying materials.

"If we can produce this material and get the data into final form a year

ahead of schedule, we will have crossed a major hurdle toward final completion of a Turnagain Arm crossing," Hickel said.

Thus it appears the crossing is on a timetable which will lead to an early engineering decision—the crossing will prove feasible and move on toward an actual letting of a construction contract or it may be necessary to modify the project or perhaps even drop it if it appears too costly to be feasible. But at the least now a real and final decision seems assured.

As yet no such definite answer is in sight for the other crossing question—the question about Knik Arm. At the

start of the 1968 Legislature session a bill was introduced to appropriate funds for a new study but legislators were reluctant to give their approval. The thinking—even of supporters of the crossing—was that with Turnagain so close to getting final approval it would only confuse the issue and perhaps hinder the cause if Knik Arm was also pushed at this time.

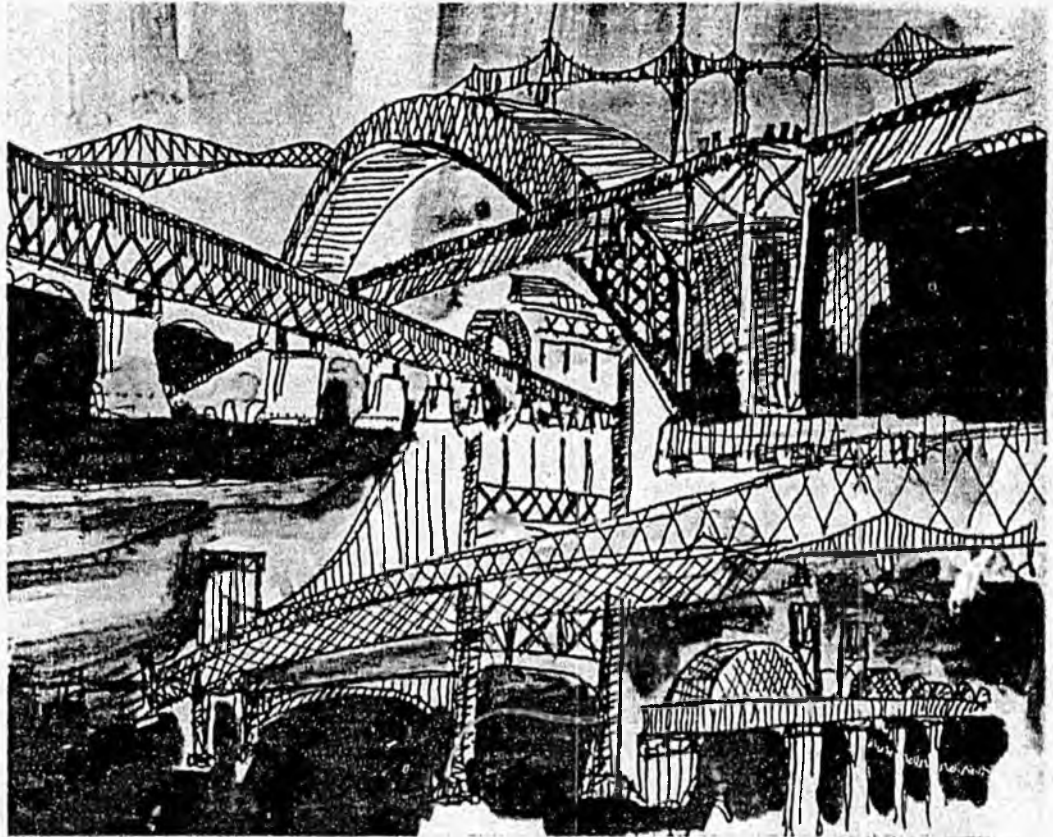
But the Knik Arm project certainly has not been abandoned. The Highway Department is continuing to make some informal studies as time and funds permit and the civic campaign is still very much in existence. It appears it is only a matter of time until it will be

vitaly necessary to secure the answer to this second crossing question. At the present rate of growth of Anchorage the time remaining is not too long—if that growth rate speeds up as is very possible—the time remaining will disappear in a hurry.

It is more than just possible that the contractor who some day gears up to build a bridge—or other crossing—of Turnagain Army will be figuring bids on a second crossing, of Knik Arm, before he is finished with the first job.



(Cook Inlet—1998?)



Anchorage

March 26, 1981

CHAMBER of COMMERCE

Representative Joe Hayes
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Crossroads of the Air World

Dear Joe:

Please accept this letter as our sincere thanks for making a special effort last Sunday to join us on our "Knik Crossing Day". We think the resulting media and press focusing the public's attention on this important transportation corridor for the future of our area was well covered and excellent in scope.

Our Knik Crossing Committee would like to state that our primary goal this year is to gain a 4.5 to 5 million dollar appropriation to update the 1972 DOT Knik Crossing Study and further explore the following points:

- 1) Sub-surface investigation including test piling.
- 2) Alignment and access corridors.
- 3) Abutment structure.
- 4) Items necessary to establish an accurate construction cost estimate.

We would also like to see some sort of proviso either through a toll bridge authority, a bridge authority or some other vehicle that would allow the project to be constructed without going through the Department of Transportation of the State. We do ask you to consider introduction of new legislation or an amendment of existing bills to try and accomplish at least the funding as outlined above. We will be glad to work with you to see that sponsorship or approval is gained from the Anchorage, Eagle River, and Mat-Su Legislators.

We are having some 8"x10"'s made from pictures that were taken last Sunday. We would like you to sign them so that we can have them mounted in the Chamber's office.

We realize that every day many people call upon you for your time and consideration. It took a lot out of your day, you got your feet muddy, but when its all said and done, we have a hunch that the effort that all of us extended Sunday will maybe become a bit of history for the construction completion of the Knik Arm Crossing. You are to be complimented for your foresight and effort towards trying to accomplish this important goal. We all thank you again.

Rog Riddell
Roger Riddell
CHAIRMAN-KNIK CROSSING

Sincerely,
Robert C. Penney
Robert C. Penney
PRESIDENT

Frank Van Zant
Frank Van Zant
EXECUTIVE VICE PRESIDENT

Al Parrish
Al Parrish
1ST VICE PRESIDENT

*may be
design completion
to King of the Hill
charterment*

*Toll Bridge
authority*

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DEPUTY COMMISSIONER - DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811

(907) 465-3900

200H-3076

Re: Knik Arm Crossing

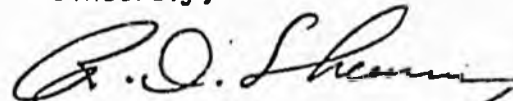
The Honorable Joe Hayes
Alaska State House
of Representatives
Pouch V
Juneau, Alaska 99811

Dear Representative Hayes:

Attached is a memo and attachments from our Highway Design and Construction Division which gives the information you requested on the estimated costs of route location and design studies (not including final design plans or right-of-way acquisition) which was discussed in your letter from the Chamber of Commerce.

If you have any further questions, please let me know.

Sincerely,



R. D. Shumway, P.E.
Deputy Commissioner

Attachments

MEMORANDUM


State of Alaska

TO: R. D. Shumway
Deputy Commissioner
Design and Construction

DATE: April 24, 1981

FILE NO: 240H-3076

TELEPHONE NO: (907) 364-2121 Ext. 111

FROM: Charles S. Matlock 
Director
Highway Design and Construction

SUBJECT: Knik Arm Crossing

As requested, following is our best estimate of the work and funding which would be necessary to carry this project to the design study stage. That is, basic location and configuration would be established and a reasonably good cost estimate prepared based on an assumed timetable of development. It would not include final roadway or structure design and would not cover any right-of-way costs other than for information needed for preliminary location studies.

Also, this is based on a location at or very near to Crossing IV in the original consultant's study. It would not include other studies (e.g. tidal hydroelectric generation, etc.) or other locations.

CSM/kgm

Attachments

cc: R. D. Redick
Don Halsted

Knik Arm Crossing

Estimated costs in 1981 dollars to develop an approximate location and basic design criteria and estimated right-of-way and construction cost for a Knik Arm Crossing and connections to the Parks and Glenn Highways. This does not include final design and plan preparation or right-of-way acquisition.

A. Structure (Crossing IV)

1. Foundation exploration and soil testing	\$ 1,005,000
2. Model testing and/or test structure	1,275,000
3. Evaluate span lengths, bridge types and update structure estimates. (Does <u>not</u> include final design.)	<u>750,000</u>
Subtotal	\$ 3,030,000

B. Access Routes

1. South access to connect to Glenn Highway in the vicinity of Elmendorf Air Force Base: Location route studies, traffic, environmental and right-of-way studies and determination of design criteria, preliminary right-of-way and construction estimates.	\$ 1,000,000
2. North access route on new alignment to connect with the Parks Highway in the Wasilla to Willow area: Location route studies, traffic, environmental, and right-of-way studies and determination of design criteria, preliminary right-of-way and construction estimates.	<u>1,500,000</u>
Subtotal	\$ 2,500,000

Total cost exclusive of final design and right-of-way acquisition

\$ 5,530,000

or, rounded,

\$ 5,500,000

(1981 Dollars)