

ALASKA LEGISLATURE COMMITTEE FILES 1981-1982 86/2

2102 HT KNTK ARM CROSSING - ORIENTATION, HAUL RD, RR 2102

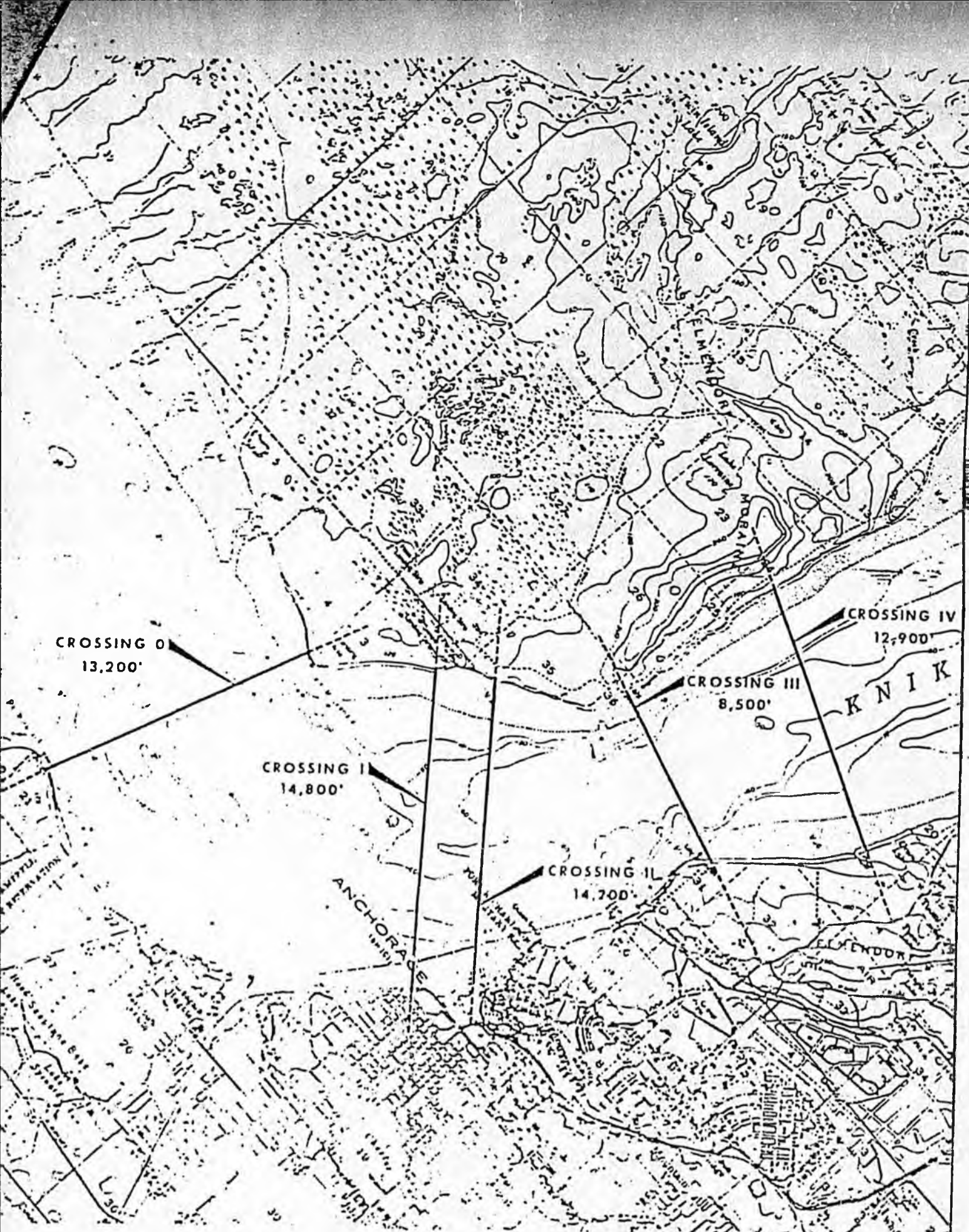


Figure II-1

TERNATIVE LOCATIONS OF CROSSING

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DEPUTY COMMISSIONER - PLANNING AND RESEARCH

(907) 485-2900

POUCH 2
JUNEAU, ALASKA 99811

February 4, 1981

Honorable Joe Hayes
Alaska State Representative
Pouch V
Juneau, AK 99811

Dear Representative Hayes:

The following is in response to an information request by Red Swanson of your office concerning the road system associated with the proposed Knik Arm Crossing:

Access to Port McKenzie will require construction of 20 miles of highway, connecting to the Wasilla-Goose Bay route at Mile 19, as shown on the attached map. The port route terminates about 0.5 miles below the proposed Knik Crossing on Alternate IV.

At present, the Matanuska-Susitna Borough has the first 12 miles from Goose Bay Road under construction, using funds from state grants totalling \$4.5 million. We anticipate that the first and second phase, to gravel surface, will be complete this summer.

The design is basically complete for the remaining 8 miles in phase III, to the port, and could be advertised if funds were made available. The cost is estimated at \$7.2 million. The Department of Transportation and Public Facilities has recommended a following base and pavement project for FY1983 for \$4.0 million to bring the entire route up to paved primary standards.

The Agricultural Project Access Road System, comprised of 16 miles of 24 foot gravel road is complete except for finishing touches. The Matanuska-Susitna Borough also managed that \$1.0 million project. As shown on the map, access by automobile is possible to the north-west corner of the Agriculture Project, and southerly past the middle entrance to the Agriculture Project.

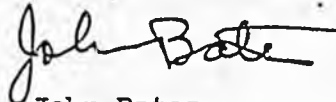
February 4, 1981

To complete the connection to the Parks Highway near Houston, it would require 2.0 miles along the Tyonek Route and about 18 miles on the Little Susitna alignment. As a matter of interest, our application for the right-of-way was for a 600-foot wide corridor so that all modes of transportation, including the railroad, may be accommodated.

The Houston connection will take several years to develop because of the obvious problems associated with a new route. As of this date, we do not have an estimate of what road or railroad construction would cost.

If you have further questions, please feel free to contact my office or the office of Kit Duke, Director, Central Division Planning and Programming, Pouch 6900, Anchorage, AK 99502, telephone number 266-1462.

Sincerely,



John Bates
Deputy Commissioner

Attachment

ROAD CONSTRUCTION BETWEEN BRIDGE CROSSING AND PARKS HIGHWAY, MATANUSKA-SUSITNA BOROUGH = 26 miles (Phase III & 18 miles to Houston on attached map) @ a cost of \$30 million.

SINCE PHASE III (8 miles) IS SIMILAR TERRAIN AS THE 18 miles to Houston, WE CAN USE THE 7.2 million AS OUR COST ESTIMATE BASE FOR EVERY 8 miles of construction NOTED ON THE Feb 4 LETTER TO Rep. HAYES. So the total cost of gravel top for 26 miles is \$23,400,000. It costs AN ADDITIONAL \$4,264,000 for black topping, 26 miles at \$164,000 per mile for a 34 ft width road. This allows for 2 million plus for contingencies ~~estimated~~ when one subtracts total from the 30 million appropriation. ^{ALSO} \$1.5 million is estimated for land and right of way acquisition. Cost breakdown is as follows:

— ROAD CONSTRUCTION BETWEEN KUKTIN BRIDGE CROSSINGS AND PARKS HIGHWAY, MATANUSKA-SUSITNA BOROUGH:

GRAVEL TOP	=	\$ 23,400,000		\$ 30 Million App.
black top	=	4,264,000		- 27,964,000
contingencies	=	estimated		\$ 2,036,000
contingencies	=	\$ 27,964,000 *		* CONTINGENCY
LAND AND RIGHT OF WAY ACQUISITION	=	\$ 1.5 million		APPROPRIATION
contingencies		estimated		

* Figures supplied by Dept of DOT via Rep SIMON.

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DEPUTY COMMISSIONER - DESIGN AND CONSTRUCTION

POUCH Z
JUNEAU, ALASKA 99811

(907) 465-3900

January 14, 1981

200H-

RE: Surface Transportation
Route Estimates

- (1) Juneau-Haines-Skagway,
- (2) Knik Arm Crossing,
- (3) Railroad Route Study
Nenana to Nome.

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

Attn: Red Swanson

In accordance with Mr. Red Swanson's request through the office of Representative Joe Hayes, I am attaching preliminary estimates for the following projects as prepared by our Highway Design & Construction Section.

(1) Juneau-Haines-Skagway Route

A highway conforming to minimum federal-aid standards connecting Juneau with Skagway with route as follows:

A highway with bridge and ferry crossings, connecting Juneau North of Berners Bay, and the West shore of Lynn Canal and Sullivan Island, with Haines and Skagway.

X (2) Knik Arm Crossing, connecting Glenn Highway to Parks Highway.

(3) Railroad Route Study, Nenana to Kobuk to Nome with Spur to Allakaket to Bettles.

expanded from
of construction.

Sincerely,


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

Attachments

cc: Robert W. Ward
Commissioner, DOT/PF

John Bates
Deputy Commissioner
Planning & Programming, DOT/PF

Charles S. Matlock
Director
Highway Design & Construction, DOT/PF

RDS/sh

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COST ESTIMATE
KNIK ARM CROSSING

	1971 Estimate		X	1981 Estimate	
	<u>BRIDGE CROSSING IV</u>	<u>CAUSEWAY DAM CROSSING V</u>		<u>BRIDGE CROSSING IV</u>	<u>CAUSEWAY DAM CROSSING V</u>
Total for Crossing	\$114,938,200	\$189,590,600	\$281,598,600	\$464,497,000	
Contingencies and Variations (10%)	<u>11,061,800</u>	<u>19,409,400</u>	<u>27,101,400</u>	<u>47,553,000</u>	
Estimated Construction Cost	* \$126,000,000	** \$209,000,000	308,700,000	512,050,000	
Borings and Soil Testing	** 410,000	** 837,000	** 1,004,500	** 2,050,600	
Hydrographic and Land Surveys (0.75%)	945,000	1,567,500	2,315,200	3,840,400	
Model Testing and/or Test Structure	520,000	225,000	1,274,000	551,300	
Engineering and Administration					
Basic Design (4.0%)	5,040,000	8,360,000	12,348,000	20,482,000	
Construction Supervision (4.0%)	5,040,000	8,360,000	12,348,000	20,482,000	
Administration (1.5%)	<u>1,890,000</u>	<u>3,135,000</u>	<u>4,630,500</u>	<u>7,680,800</u>	
Estimated Crossing Cost	\$140,000,000	\$231,000,000	\$343,000,000	\$567,000,000	
Estimated Approach Cost			<u>88,000,000</u>	<u>84,000,000</u>	
Total Project Cost			\$431,000,000	\$651,000,000	

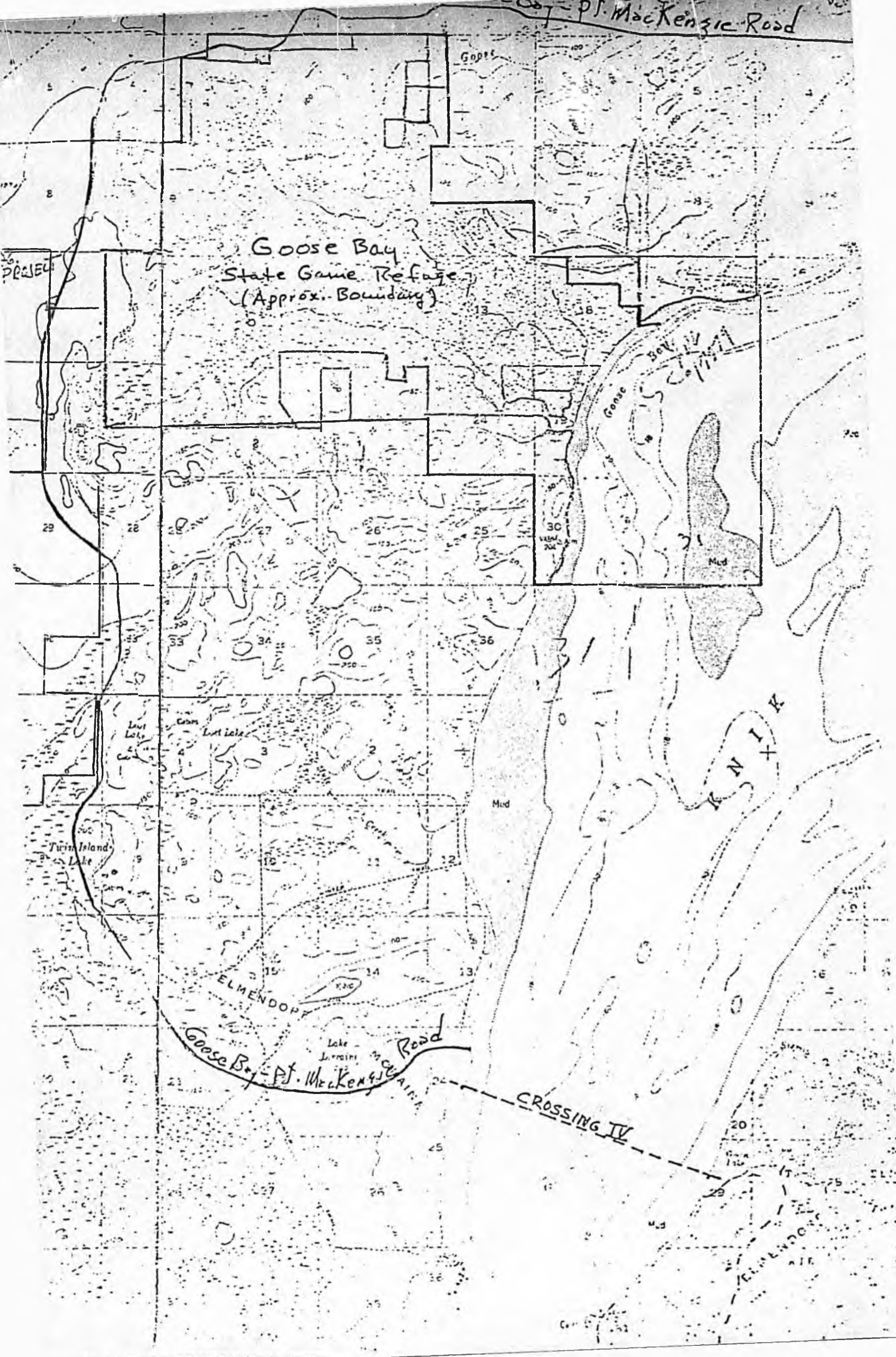
(Based on January 1981 Dollars)

* Based on 1971 start and 1975 finish
** Includes Geophysical Surveys

Goose Bay - Pt. MacKenzie Road

Goose Bay
State Game Refuge
(Approx. Boundary)

PROJECT



Orientation
interim disc:

Haul road,

Ak. railroad

**PLEASE NOTE: THE FOLLOWING PAGES WERE TREATED
AS A UNIT IN THE ORIGINAL DOCUMENT**

NORTH SLOPE HAUL ROAD -
STATUS OF ROAD CONDITIONS, 1980

Prepared for:
ARCO OIL AND GAS COMPANY

By:
TETRA TECH, INC.
September, 1980

TETRA
TECH
TETRA
TECH

HISTORY OF THE HAUL ROAD

The North Slope Haul Road was built from the existing state highway system near Livengood to Deadhorse in 1973 and 1974. The Haul Road was constructed by the Alyeska Pipeline Service Company under an agreement with the State of Alaska, whereby Alyeska built the road as a subcontractor to the State, but retained control and responsibility of maintenance until the State accepted control of completed portions of the road. In 1975, the State of Alaska completed the Haul Road bridge across the Yukon River. Because this bridge also serves to carry the Trans Alaska Pipeline across the river, the State was reimbursed by Alyeska for a portion of the construction costs.

The State accepted control of the 55 mile stretch of roadway from near Livengood to the south bank of the Yukon River in 1974, and was reimbursed by Alyeska for maintaining the road until completion of the pipeline in 1977. The State accepted the remaining 360 mile stretch of roadway from the north side of the Yukon River to Deadhorse on October 15, 1978. As part of the agreement between the State of Alaska and the Alyeska Service Company by which the State took control of the Haul Road (amended June 17, 1977), the following items were agreed upon:

1. That Alyeska was not required to place a six inch layer of surface course material required

to bring the roadway to secondary road standards. However, Alyeska was to screen and stockpile 480,000 cubic yards of surface course type material to be used by the State for highway maintenance and/or improvement, and by Alyeska for Haul Road and pipeline maintenance.

2. That Alyeska was not required to replace the substandard bridge at Marion Creek or replace the culverts at Douglas Creek with a proper bridge, but Alyeska would reimburse the state for actual construction costs of those bridges up to a total of \$476,000.

The State of Alaska has since maintained the Haul Road employing a combination of private contractors, used primarily in the middle and northern sections of the road, and State Department of Transportation and Public Facilities personnel and equipment. Access to the Haul Road north of the Yukon River has been limited to official, commercial and industrial traffic since its construction.

APPROACH

Three tasks were identified in the program plan for the Haul Road condition study. These include initial data and information gathering, the field investigation program and report presentation.

The data gathering effort included interviews with persons associated with construction, maintenance and present use of the Haul Road. Mr. James Stover, Materials Support Supervisor, and Mr. Tom Edmunds, Transportation Coordinator, of ARCO Oil and Gas Company were interviewed to determine areas of particular concern to the oil industry and specific problems with the road.

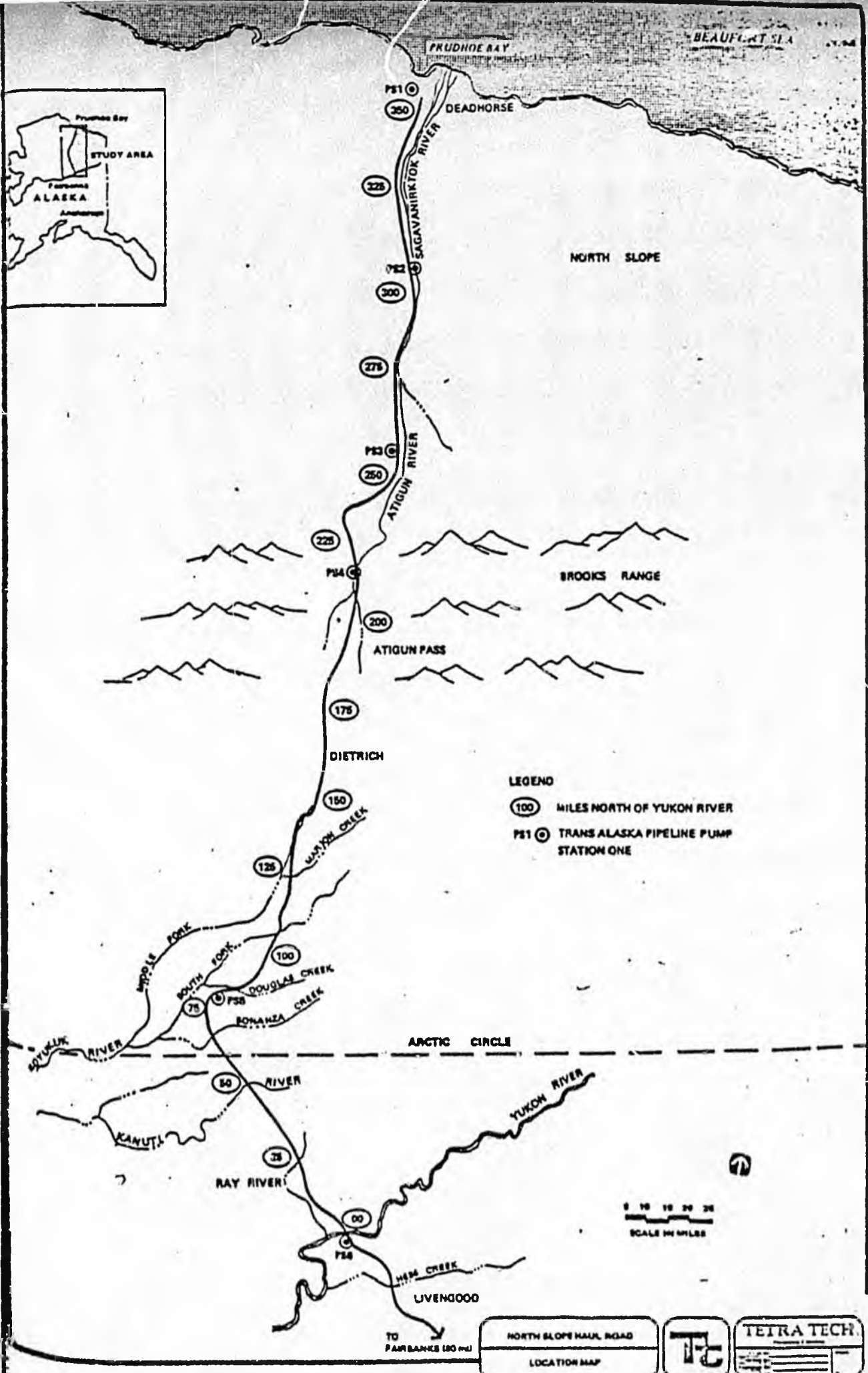
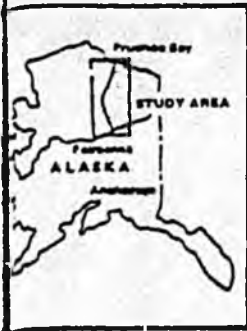
Alyeska personnel interviewed include Mr. Ron Merritt, Pipeline Superintendent, Mr. James Pulis, Manager of Pipeline Projects, Mr. Eldon Johnson, and Mr. James Harley. Information obtained was background material on the history, maintenance and original design standards, and as-built drawings of the entire Haul Road. Additionally, Alyeska officials made available an informal study of Haul Road conditions conducted by Alyeska personnel. Mr. Steve Matthews, Superintendent of Maintenance of the Haul Road for the State Department of Transportation and Public Facilities, provided information on maintenance practices and future plans for upgrading the road. Various members of the trucking industry supplied general information on the condition of the road at various times of the year;

descriptions of vehicle and tire damage; and reports of delays due to road closures. Persons associated with the trucking industry who were interviewed are Mr. Ben Hoisington, Operations Manager for Totem Ocean Trailer Express, Inc.; Mr. Ralph Durante, Dispatcher for Sour-dough Express, Inc.; Mr. Bob Brown, Driver for Gold Streak Freight Lines, Inc.; and Mr. Leroy Rogers, Dispatcher for Weaver Brothers, Inc. Information gathered in May of 1980 from the trucking industry by Alyeska for their Haul Road report was also examined.

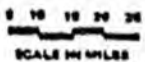
The field investigation was carried out by Mr. Jim Swing, Senior Civil Engineer, and Mr. Dan Behnke, Staff Engineer, of Tetra Tech, Inc. Both drove the southern section of the road from Livengood to Dietrich, approximately 215 miles. Mr. Behnke then flew to Deadhorse and inspected the northern section of the road from Prudhoe Bay to Alyeska Pump Station Four, approximately 160 miles. Measurements of roadway and bridge widths, roadway embankment heights and material sizes, as well as visual examinations of unsafe conditions, were made. Substandard roadway and bridge conditions were noted and photographed for report presentation.

The report is a written and photographic documentation of the Haul Road conditions observed during the September, 1980 investigation, supplemented with descriptions and photographs of seasonal conditions and problems on the

road during other times of the year. The report is organized into specific types of roadway and bridge problems, with each written section accompanied by photographs showing examples of the problems discussed. Wherever possible, locations of bridges and photographic subjects are referenced by mileage from the Yukon River Bridge, and notable locations along the Haul Road are shown on the location map on the following page.



LEGEND
 (100) MILES NORTH OF YUKON RIVER
 PS1 (C) TRANS ALASKA PIPELINE PUMP STATION ONE



TO FAIRBANKS (80 mi)

NORTH SLOPE HAUL ROAD
LOCATION MAP



TETRA TECH

4. Substandard Roadway

a. Northern Section:

The northern section of the Haul Road, from pump Station Four north to Deadhorse, is built, for the most part, on tundra which overlays ice-rich permafrost. The road was originally designed for a minimum fill depth of five feet, to prevent thaw degradation of the permafrost, but it was found during the September, 1980, investigation, that the actual average depth of fill is approximately four feet above the tundra. Four feet of gravel covering the tundra is a commonly accepted minimum depth of fill for roadways or construction pads required to prevent permafrost thaw, but it does not include a factor of safety to account for settlement or sinking of material into the tundra, removal of surface material by grading, or possible thin spots in the fill. If the permafrost below the roadway is allowed to thaw, severe frost heaves will develop, the fill will settle, and eventually the roadway will sink into the tundra. In order to prevent thaw degradation of the permafrost, which will create the necessity of continued repair of frost heaves, the fill should be brought up to design grade, or at the very least an additional six inch lift of surface material applied, as discussed in the following section.

b. Inadequate Surface Course:

The design surface course of the Haul Road was generally intended to be a mixture of various sized materials ranging from fine sands up to three quarter of an inch rock. It was designed to provide a smooth driving surface that will hold together under heavy use, stay firm in wet weather, be easily maintained, and contain a minimum of very fine materials which might create a problem with dust in dry weather. Prior to turning the Haul Road over to the control of the State, and as part of the agreement between Alyeska and the State, Alyeska was released from spreading a six inch layer of surface course material, as required by secondary road standards. 3

The Haul Road presently suffers from a variety of problems due to the lack of a proper surface course and the problems will become worse with time unless remedial action is taken.

The southern section of the road, south of Dietrich, was in good driving condition at the time of the September examination. This is attributed to good maintenance by the State and an unusually long period of dry weather. During other times of the year, particularly in the spring break-up period and after prolonged rain, sections of the road develop extensive potholes and washboard due to the lack of proper surface materials. Other sections, which have an excellent driving surface when dry, become slippery and

soft when wet, because of the high clay content in the surface material. These conditions are both unsafe and expensive to maintain, since the roadway requires constant work to keep it in proper driving condition.

The northern section of the Haul Road is generally regarded as being the worst section of the road during all times of the year and all driving conditions. The original surface material ranged from very fine sands and clays to rocks two inches in diameter and larger. The material is adequate for the road embankment; however, the combination of heavy traffic and the almost constant wind of the North Slope have caused the finer materials to be blown off the roadway. This has left the large rocks on the surface of the road, which is extremely damaging to vehicles. Since the large materials are not suitable as roadway surface, normal maintenance procedures grade the rocks onto the shoulder of the road. This has two harmful effects on the permafrost along the roadway. The first is that this procedure will gradually decrease the thickness of the road fill, causing an increase in the amount of permafrost melt below the roadway. Secondly, some of this material is graded off the shoulder slope of the road into a low berm on the tundra alongside the roadway during normal shoulder maintenance. This causes the area of tundra affected by the roadway to increase, destroying more of the tundra and allowing the permafrost alongside the road

to melt. If not corrected, the continued widening of the roadway could also eventually threaten the natural gas fuel line, which runs alongside the Haul Road from Prudhoe Bay to Pump Station Four. The gas line is buried about 12 feet from the roadway over much of the northern section, and while it is not presently in danger, the roadway is now two or three feet closer to the pipeline in a few places than it was originally.

A proper surface course, consisting of a six inch lift of suitably graded material, would substantially decrease the problems of washboarding and potholes, thereby decreasing the amount of maintenance required to keep the road in good driving condition. The surface course would also solve the problems associated with the large material on the roadway in the northern section of the road, including damage to vehicles, grading of large material onto the tundra, and roadway widening.

Photographs No. 23 through No. 30 illustrate problems associated with the substandard surface course.

**PLEASE NOTE: THE PRECEDING PAGES WERE TREATED
AS A UNIT IN THE ORIGINAL DOCUMENT.**

Alaska State Legislature

House of Representatives



Rep. Bette Cato, Chairman

Committee on Transportation

MEMORANDUM

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

TO: Rep. Bette Cato

FR: Steven M. Soenksen A.A.
House Transportation Committee

RE: Meeting Notes Re: Alaska Railroad

DATE: November 10, 1981

The following is a summary of my notes from the meeting with officials of the Federal Railroad Administration and others that may be pertinent to the Alaska Railroad Transfer.

November 3, 1981

Meeting with the Federal Railroad Administration (FRA)

Mr. Blanchette (FRA Administrator) said that FRA is not considering any amendments to the Railroad Transfer Bill at this time. He feels that in the Senate, the bill as written is "ready to go" and has the votes needed for passage. In the House there may be some problems, but none are anticipated. FRA's position is to "make sure that the State does not receive a lesser amount than the Federal Government has". He has stated that they are working with the Department of Interior. FRA also has stated that "the entire federal interest in the railroad should be transferred". Although, there are lands that have not transferred to the railroad from BLM and there have been claims on that land by native corporations. This is a grey area as to what will happen in this instance.

A question was asked about Page 3, line 15 Sec.2,a "Real or Personal Property. This, the department says, means the files and other records that the Federal Government may need. This is as far as this provision involves.

Questions were asked about the lands status and other issues regarding lands. Some right-of-ways (ROW) cross patented mining claims, and these are already cleared for the railroad and should be transferred at time of railroad transfer. There are claims on approximately 20% of the railroad properties. If there are valid claims against the railroad then either there could be a (1) monetary settlement or (2) a state petition to appropriate Federal Agency or Courts. **The lands that we are talking about are basically 200feet by 500 miles long, which amounts to 12,000 acres and 26,000 additional acres held by the railroad. The state can take and condemn native land for ROW or other state purposes. Then there has to be a monetary settlement.

Other lands issues. The Federal Department of Transportation is not interested in establishing additional corridors or rail spurs, but other Federal Agencies may. **Further research indicates that Defense and the Department of State are not considering corridors or spurs.

Upon request of the Senate Commerce Committee, (Sen. Stevens is a member), the Justice Department is reevaluating a past opinion regarding lands and the transfer authority. There is disagreement between the Department of Interior and the Department of Transportation in that the Interior Department feels that lands that have been used by the railroad for operation should be transferred and that lands that have not been used recently (Some gravel pits) be open and let as surplus lands, thereby open to selection by native corporations. Although this point is currently in question, the Justice Department opinion may clarify this.

The general mood of the Department of Transportation (original drafters of S.1500), is that the transfer should go as in the bill. Lands issues should be handled by the state condemning and through monetary settlement, establish rail corridors as necessary. Congress may be unwilling to transfer to the state large amounts of "corridor entitlements" and this point could be the downfall of this transfer. October 1982 is the last that the Federal Government will fund the railroad operations, this year \$6.1 million.

The states right to condemn land should be upheld, but if possible, language should be included that provides for an expedited ROW procedure.

Meeting with Bill Phillips, Aide to Sen. Ted Stevens

I met with Sen. Stevens aide to discuss further and receive clarification on several points that were raised during previous meetings.

He reiterated that Defense is not considering railroad as important supply line and no new spurs are being considered. The best thing that he felt we could accomplish was to "clarify existing property importance and "use" necessary to operation". The problem lies in the "reserved but not used" difference between the DOT and Department of Interior positions. The Justice opinion may clarify this.

The House Commerce Committee has not held hearings since August and the bill hasn't moved in this committee yet.

I stressed the importance of corridors and ROW provisions as expressed by many people in the state, developing resources (asbestos, etc.), the fact that although the railroad operation is currently in the black, it must be able to expand in order to remain a viable operation. To this,

he was receptive and said that he wasn't aware of many of the things that I had mentioned. He wanted me to stay in contact and said that he would be interested in further information along these lines.

When asked about the possibility to put into legislation the corridors and allow regulations to further identify property involved, he said that this was possible, although difficult and also Congress would have to be sold on it. Given the opinion that Alaska is a rich state, it is unlikely that they will go along with giving lands and corridors to the state. Again he said that the Sec 3-E allows for relatively rapid settlement in these areas. (3-E is in the Lands Bill). This process is a fact finding process that takes about 18-24 months.

Mr. Phillips felt that the reversion clauses in the railroad transfer bill could be shortened. He stated also that in excluding this transfer from the Railway Labor Act, The Railroad Unemployment Act, and the Railroad Retirement Act (Sec.6.1), it was quite an achievement and the Unions were reluctant but conceded.

Meeting with Sen. Murkowski

The Senator is hoping that differences can be worked out on the transfer in the state and one unified proposal from the state is considered. The transfer could happen yet this calendar year. Sen. Murkowski would like to see two things;

1. Governors Administration with the Legislature, should direct Congress on their consensus on priorities of the transfer
2. Lands, 38,000 acres, should be decided upon and differences reconciled between, Fed.DOT, Interior and the State.

Carte Blanc across Federal Lands is not possible. He felt that a time line necessary for the state to accomplish goal setting and forwarding to congress should be within the next two weeks, by Nov. 29, 1931.

At this time Joyce Munson and yourself met with Mr. Bellig and a copy of the materials that he gave you is attached to this report.

Meeting with Bill Horn Department of Interior

Mr. Horn said that the Department of Interior has a problem with the first Justice Department position as it goes against 20 years of Federal policy and decisions.

Page 4
Wash. D.C. Railroad Notes

Interior position is that "Excess" lands should not go along with the transfer. Excess are lands that are not essential to the operation of the railroad. He also felt that corridors may be included in the legislation, but the time is not there to work this out and it would be fruitless attempt. He agreed that the 3-E process would be the best way of establishing corridors at this time, and for the foreseeable future. If the state cannot accept this, "then the Office of Budget and Management may just place a price tag on the whole thing and not allow any corridors anyway".

This concludes my notes taken from the trip to Washington D.C. as related to the railroad transfer issues. Addendum is a copy of proposed amendments from Attorney Bellig office and a copy of the first Justice Department position.

September 18, 1981

Transcription of the Haul Road tape.

September 7, Bette Cato and Brad on our way to Fairbanks. Mile 204, the last few miles of the road have been newly blacktopped. Most of the frost heaves taken out. On actual road there is a credit to the state of Alaska one of the few I've seen so far. We're right in the middle of the (Bette I couldn't understand what you said, it sounded like...) Growy Hole. Thank God it's not the wintertime. 1:50 pm, 3 DOT men, 1 with a shovel, 1 sitting on a truck top drinking a can of pop, 1 wandering around the road at mile 224, actually around 223½.

Sitting at Frontier 3600 South Cushman, getting ready to go up the haul road. Going to be riding up a driver don't know exactly who he is yet. The girl in the office invited me in. Hope we got things pretty much compact. The driver is John Bivins from Fairbanks. We have a load of pipe. I'm not sure how much, but I'll ask him later. We're in an 81 Kenworth Conventional. Good an 81 Kenworth Conventional.

John: (Apparently Bette this is where he was discussing the scale situation because I am not able to make out what he says.

Bette: You know it seems awfully strange to me they yell about overweights and all that but they never keep the dam scales open and every trucker knows every trick.

Bette: Just drove down the hill over Fox, the silver snake is following us all the way. Coming the other day you know it was really amazing I didn't realize how much it was above the ground. Livengood is 67 miles from Fox where we are. Portable scales aren't set up or open. By the way the date is Sept. 10. John and I are on our way up the highway. We're on the Elliott. We're stopping at Hilltop and have a bite to eat. He is carrying a load of pipe that weighs about 45,000 tons. The day is overcast and is sprinkling on the windshield not enough to curb anything. Haven't learned to read the gauges yet, be able to after a while. We're stopped at I think John said 27 mile, John is adjusting the brakes, there is 4 trucks here. The road is of course is paved isn't all that bad. He was telling me that right off to the left is where they kept all of the firefighters this year that fly in by helicopter and you can see kind a meadow situation where they have it all cleared out. Pavements ends right at 28 mile on the Elliott, Yukon River 101 miles.

Bette is John is again talking and I can not make out what he is saying at all. Stopped at 30 mile John is going to fill up his water jug. Got a water running out of the mountain and is piped down here. John and I were talking about the roadway here. (37 mile) It's not all that bad it's down to the rock not very many fines and figures the weather will

deteriorate it pretty badly. We're right at 39 mile hill on the Elliott. Grader going by at 47 mile and in fact here comes another one both of them coming with their blades up and don't know where they are headed for. Can't understand why their blades aren't down. That was about 45 mile. 46 mile (couldn't understand again) got a pilot car coming down about 47 mile. Truck right behind us. Heavy load. This situation isn't all that bad. Passing another truck carrying a crane. Poppies all over the place. Again John is talking and I couldn't understand. We're on the new stretch that was built by Doyon last year. Marker 5a, John just said that the old road used to go behind the hill. This is a good road bed from what I could see. The ground isn't too high. This is pretty good. Slope is really good, shoulders look pretty good. We've been travelling right around 35 to 40 mph. John slows down every once in a while because of potholes. They're really not as bad I thought they would be this far. I'm really interested in seeing what going to find farther up the road. Of course there is truck vibrations. Speed limit is 45. Frontier trucks are equipped with a card system. That records the speeds all along the way. John makes out his logs by the charts that are kept by machine in the front of the truck. This chart then shows they put in a computer and average maintenance and so on and so forth, what it costs them to run the truck at the speed they run are the most efficient. Here it is at on blacktop at 55mph, since we've been up here we've been running since we hit the gravel running at about 30 miles per hour. We've been running right around anywhere from 35 to 43 mph. John leaves himself notes. We stopped at Hilltop at 6:40 and we was there until almost 7:30. They have a built in clock. Like a duplicate tachometer. We're stopped along the road. Trying to fix the camera. Interesting thing people stop by to see if you're alright. We're just now entering the Dalton Highway. No 2 takes off to the left steep grade for the next 56 miles according to the sign. Yukon River there. Bette, John is again talking and I can't understand him again. We've just passed a Frontier truck and he carrying a load of cement for Hali-Burton. 7 miles along to the south here..... A Pacific Western truck burnt last night didn't get burnt too bad they can get it fixed. A no one in it. Go ahead Bob..... Why don't you talk for him. Oh well.....Bob: The road is in alot better shape than it has been. We must have rattled the right cage somewhere along the line but there are spots such as 28 mile to Livengood you know what I mean. Got you. How long rattling the cage will work. Well... if it has to be done again it has to be done again but the road is alot better than it has been. I guess the guy that replaced Mr. Hume is going to get something done. Yes, it kinda looks that way, we've got to look at the performance record. Yes 10-4, we do have a problem at Coldfoot Camp yet though, we have a politician up there instead a road maintenance man and all he does is say the road is in good to excellent shape. I guess thats why he had his personal vehicle towed out of here of the back of a tow truck so figure it out. Good I'll try to talk to him without telling him who I am. Thanks Bob. John: It's already got more squeaks and rattles than my other truck had after 4 years up here and that kinda speaks for itself. It certainly does. That was Bob O'Keefe. Voice waivering... The road is just a little bumpy at mile 13. John was talking to another driver, they evidently filled a hole that had not been filled for along time, but it hadn't worked its way out yet so it was pretty good going around the

corner.Clear up to your knee? Oh yeah.Livengood.... just on up the road... Do you notice where the Livengood maintenance leaves off and the other maintenance camps start... Well the majority...yea, there is quite a bit of difference especially in the wintertime. Summertime...the stretch from Livengood is pretty good in the wintertime; they come and help the guys out of the ditch and stuff and they've always been good about that. I don't know this year they have resurfaced most of that from over there about 25 mile I believe that's where they switch off at you know on up to the river there and That's primarily because they opened it up to the public isn't it? No, last year they done the river they done quite a bit of work up from 25 mile up in there, they resurfaced pretty much up to the river half way up. They used that particular clay you probably heard them talking about, you know it is slick when it rains but it makes a fine road when it's dry. Is it like that stuff they use in Canada is it? Yea... the only thing in Canada where they use where you were talking about the ole crusher now they mix the fine stuff with that. Yeah... in with the clay and you can run about 80 to 90 mph on them. I know. Actually I'd rather be on those than when you hit the pavement when you get to Alaska. It is such a job to get up here in the wintertime. So you are a happy man when you get here. Yea. Bette I can't understand again. It's kinda along way down there isn't it? Yea. How wide is the road along here John? I don't know it probably roughly 27 ft. You see there's some of that gravel that Alyeska left isn't it stockpiled and left isn't it? No No, That's the states. Oh okay. They hauled this in from somewhere now I don't know where now maybe they may have a crusher in Livengood or somewhere in there. I noticed...There's an Alyeska pit up on top of the hill back up the access road, they may have gotten that from Alyeska I don't know. Well from what I understood, Alyeska gave the state all of that gravel. Bette You both were talking and drowned each other out....That wasn't there last year. That was just brought in there this year. Hess Creek bridge... again Bette I can't understand. If that would have been anything like the Lowe River that would have taken the bridge out. I was wondering when they were going to redo the bridge, it's been there a long time. In fact... last year they had a sign up on that bridge "You cross at your own risk." And all they did was take the sign down then? No they redid the brace here last year underneath there the logs got piled up underneath there. There has been a lot of weight come across that bridge. I betcha. There's got to be a lot of tonnage come across this road. It's gotta be in pretty good shape to be able to do that. Again Bette I can't understand... Culverts out of them.... Clay....Right in here is where one went off a state grader upside down LTI went off down in here..... The things that John was just describing to me had happened at about 28½ mile. The road is rather interesting we were talking about the red clay they've been putting on like John said it's really slippery in the wintertime but it compacts so beautifully and it does make one heck of a nice road when it's not raining it's almost like the roads in Canada where they...you almost think they're really really compacted. I haven't made to emphasis on the high crown as yet except in a few spots. You do see the light gravel on the side of the road rather than on the road where it should but that comes from trucks going along and throwing the gravel which is going to happen at any time. Good clay is right around 30 mile they just dig it out and put it on. They aren't kidding

when they say it's steep and winding however, not much much like any other road, I think the terrific thing about this is is that the tremendous amount of tonnage that's been hauled over this road. I'm going to get some statistic as to how much tonnage is going over a year. How many flats do you average a trip? 2 or 3 most of the time. Is that.. it isn't necessarily because of the road being extremely bad all the time would it happen if the road were a lot better...would you still have flats? Oh Yea.. because every truck loses a nail or bolt or something and someone comes along behind and picks it up. Again Bette I can't understand. Another thing too that you pick is scraping from the blades. You sometimes find bits of steel from a grader in your tire. In the summertime you do but in the wintertime you don't. When it gets real dry they scrape it down and bits of blade fly off and you get them in your tires. Chips break off. Or you hit a big rock in the road or something in the road... That's why they need some more fine stuff like you were talking about on top you know. So they wouldn't have to scrape...again Bette I can't understand...They would save alot of money in blades too huh? small graders. How do you feel about the graders they have up here? size... Do you think that the specs ought to be written differently for the type of graders or that they need up here. Yea...I think I know... they definitely a bigger grader. I would say it wouldn't hurt they should have a D-14 up here. Even a couple of small ones to do the small work with. Finish work and stuff like that. The thing about the 14's and 16's for slope work they can get down in these ditches and pull that stuff back up where the stuff blows off where the small one again Bette I can't understand....In order to get down in the ditch they have to flatten the road over on the side there to get in there and pull that up and where if they had a bigger grader they wouldn't have near the hassle you know getting it back up on the road. Bette the speed control went crazy on the machine and I couldn't slow it down.....you could do the same thing with a larger blade.... Well a larger blade could handle a longer slope.....the thing I like about Deere. It's like about a 1 to 1 slope isn't it.... yeah.... You've got to slant the road.... which leaves you with a high crown an all that.... The slopes here along 47 mile you can see whatever fines there are along the slopes. Lots of rocks very understandable particularly the depth of the slopes that the equipment being used on the road can not reach down and pick up the stuff that should be brought back to the middle of the road.....grade it every day..... what they do down there....it makes it almost like a steel post then..... the curve r re.... once we go around this curve here and go back down this one there's another identical to this right on the other side and people get confused coming south here if there not used to running this road or forget about and uh people end up down in there. Oh boy, there's 2 S curves back to back. yea... I pulled a guy out of a truck right here 2 trips ago. Right here at Gold Creek. Was there anything left of the truck. Yea he's working for Alaska.....You see that curve we just come around there a minute ago. Look at that one it's identical...exactly... You come off of that hill you know in the wintertime right up there and you know one curve is here you can see that but you can also see the road down here..... they just got one out that was parked a few weeks ago....I don't know who he worked for..... there's another sign just right around that curve. I think they do the companies make the guy ride along before they turn them loose are

they experienced driver? Frontier makes them take two rides before they turn you loose up here. That's a good idea. I don't know about the other companies. Most of the other companies, they operate a company truck. I know the first trip I ever made up here it was in the wintertime I had never been up no road that looked like this one? It took me about 3 days to get to Prudhoe the first trip. Now I wasn't getting there in no hurry. Left town at nighttime in the middle of winter. So Frontier evidently doesn't try to break any speed records. No.... The situation is a little bit different isn't it Johnny? on a owner/operator truck or leased trucks, in other words they want to get the most they can out of them right? Right....so consequently they faster they make the trip the better off they are....(Bette, someone came in on the CB and overrode you and I could not understand John's response to you)Big hurry.....We coming up on Pump 6....First side of the Yukon...Gosh it's amazing how different this looks in different spots. You know like Whitehorse or... We stopped at a maintenance camp up here...school bus on the trail...Why did they put that there?

I don't know..log scalper....it's been a long summer...looks to me like it's been out here but the only thing is it's running low on the bridge closed bridge holding the line up.....

Looks just like screening doesn't it? Yeah.... This is the pavement of the Yukon River Bridge...

Hovercross that used to cross the over yonder there... Oh... whenever they used to cross...

How did the Hovercrafts used to work anyway? Do they haul much freight?

Quite a bit. Do they? Yeah... Did they say where Michael was at?

No..I forgot to ask, I was going to...the troopers at the weigh station was over on the side and I didn't talk to him...They are grading the road here alongside the er right past the check point..Don't see the grader now but I can see berms...Looks like they are adding fresh materials to the road doesn't look they scraped the materials off the road. Small airstrip along the road they closed the road every once in a while and is used by Alyeska and by the state. Not a bad looking little strip. It's a strip that can land the Hercs so it's a lengthy strip and wide well gravelled lighted kind of a surprize to see strip way up here. Grader right in front of the entrance of the maintenance camp. You can see where he started at the entrance and is working his way down..up and down between here and the check point on the left hand side of the road going up. We going past state maintenance camp 7 called 7 mile DOT/PF, Johnny said he hasn't been in here since they started to build this, so now we are going to take a look at it. I see 5 mobile homes, a double wide, several storage shed, a large shop 4 garage door shop, that actually looks like a house over there isn't it?

That's probably the one they built for the trooper up there. They built them a new house here last year..

The house is probably the troopers house. Then there was a conversation with kids, you were discussing schools. How many guys on the crew?

3 operators, 1 mechanic a foreman. 2 buildings guys, 1 building superintendent and then I couldn't understand them.

How do you like living up here? If you think it's shitty, then tell me it's shitty....ha, ha, ha..

It's shitty. Well it's yes and no, being from a smaller town, I really don't care.. It's kinda rough going back and forth to town and then you only get your regular 2 days off you know your weekends. Makes it kinda rough when you want to go in and maybe you want to take a suitcase and spend a few days to get your grocery shopping done and personal leave done and you have to take annual leave or sick leave.

You better say annual leave day instead of sick leave day...

Annual leave, cause I never get sick you have to stay home.

My son works for DOT in Valdez.

Oh.. My name is Roy Vault..

As I told you my name is Bette Cato.. What do you do...school...

We have quite a few people right here in the area and Yukon Flats set up ready to set up a new trailer out here and we're just waiting. We thought you might be the lady that would be the teacher...

I used to teach school for 18 years. That's really kinda neat.

We've been getting correspondence courses for the kids.. Should make it easier on the kids it's been kinda rough on the kids.. Parents and kids..

Oh yea because well..let's say it's the next best thing to nothing..or no school at all..sometimes though it's not all that great particularly when the kids don't want to do it and that puts a strife between the mom and kids they say I'd rather go play. I think probably the biggest thing is fact they miss they peer association. Are you guys getting any overtime?

Now we are...

When did that start?

4 weeks yesterday I guess it was. They started giving us overtime. We were working straight 5 days 7½ hours a day.

37½ hours a week...

37½ hours and we just weren't keeping up with it. They got us a temporary hire operator. He worked until last Friday and then he quit. He couldn't take it...

Now it's 12 hours a day.. 5 days a week. Saturday and Sunday now...

In other words they plan on. What I'm trying to say is theres not just the restriction no you'll only work 37½ hrs a week like there was prior to that.

BETTE I COULD NOT FIND THE OTHER TAPE THAT I HAD ORIGINALLY STARTED BUT THIS IS THE PART OF THE HAUL ROAD TRIP THAT TAKES IN THE PER DIEM FOR THE MAINTENANCE PERSONNEL*****

Bette: Drawing regular salary without absolutely no per diem?

We're getting subsistence.....the same as Deadhorse and Chandalar and Seven-mile.

Bette: And they have facilities

Yes, we don't pay rent...they do pay rent.

Bette: Yeah, but you don't have anything to pay rent on either....

Right, right, we just sleep in a rental.....we have electricity because we are using a spare generator that we have.....

Bette: The contractors' spare generator....

The one they use for their power tools so they leave it running all night.

Bette: So if they weren't building the shop out there.

We wouldn't have any lights....

Bette: You wouldn't have a generator and...

And once in a while through their generiousity we can use their showers too...I've been here for three months and I've used their shower one time...I feel it a real inconvenience to ask them to use their shower...

Bette: You really don't want to put upon them....

Yeah....they are up here trying to do their job.....and we're up here trying to do our job...They have never refused us anything that we have asked them...

Bette: I can recognize that....

But we still try to ask as little as we possibly can....

Bette: And you bring your own groceries in and you cook them; whereas if you were in another camp you would have your trailer set and you would have your facilities and your families and you're not getting any per diem for this?

Right...not now.

Bette: How much is the subsistence?

I believe it is \$42.50 a day...and that's without taxes...and that is taxable....

Bette: In other words it's like Valdez they get a higher rate of pay than Anchorage...and thats what you guys are getting...

We get a higher rate than anybody else in the state....

Bette: About the budget being cut... I don't know where you got...who put out the word that the budget got a 25% cut? The budget got an actual 5% cut...and it was to be spread all over DOT not just in maintenance.....so if maintenance and operating has been cut 25% this has been done within the interior workings of DOT but the budget cut that the legislature cut from last year was 5%. I knew we were catching hell for alot of things. I just about fell off the stump over that...

I knew when we all came up here we all had different words...when the camp wouldn't be finished...

In other words...

its mumbled..

Bette: Is that the contractors fault or is that.....In other words it doesn't have to have it finished until.....You were under the impression that you would have it by September 15...Well then what are you supposed to do when the camp when the shop is finished and the camp is set in are you supposed to bring your own trailers that sort of thing....

No, no we can't have our families up here this is a bachelors camp.....

Bette: Its a bachelors camp...

Bette, it's mumbled again.

Bette: Then are they supposed to send in a crew like 27 mile crew on Thompson Pass. They send in a crew with a cook and stuff like that.

No...

Bette: You are going to do your own cooking then too?

Yeah...It's pretty hard to work 12 hours a day and then you just don't feel like eating...You're dirty and dusty and especially up here. Now the problem isn't that much...you know the days are getting shorter..

but it was when this road is being travelled by trucks and we're out there in graders..and you don't have no place to take a shower...That's what I'm concerned about...it's over with..and we're close to freezing..

Bette: Yeah I know...but....

But of course any type of vehicles out there after freezing it's going to be a new job outside..

Bette: And what about getting the road graded before freeze up and getting it in shape so that....

That's what we been working so hard on...

Bette: But you haven't gotten any equipment or materials and you have two graders down..right...

Yeah..

Bette: Well how are you going to grade that bed of rocks out there without any materials?

We've got a sloper out there.....

Bette: What those other rocks that are laying along the side...

Yeah.....

We brake them.....

Bette: You've got your own crusher now you fracture them yourself...

We brake them ourselves and roll them across.....actually without the materials no new equipments been He's got the sloper and pulls up the sides and another guy drags it across and if you don't get it wetted down in some way so that it will stay there and the trucks go through about five or six times we've got holes all over...

Bette: And you don't have a water truck?

No..We got a big tank which will or we put on the back of a dump truck....and that takes away our only dump truck..

It's a matter of priority..

Bette: Who is setting the priorities? How often do you have someone from the main office either Juneau or Anchorage or Fairbanks come out and drive the road...?

I have no idea... Steve Matthews comes here once a week..

Bette: Once a week...? And he's from Fairbanks?

Yea, he's in charge of the haul road...? We met yesterday.....(Bette it's mumbled again....)

I mean not yesterday but the day before...

Bette: What was he driving?

Black or brown Bronco...Brown.

Bette: I wonder why they don't ever get in a truck and drive this road..?

Bette, this is mumbled again and alot of laughing overrides your talking.....

Matthews was one of the one accidents last year... about 70 mile and it got blizzardous as hell down the road there...and I know God damn well that it wasn't 27 (Bette I can't understand the guy talking at all)

Bette: It was 24 where we measured it and that was wider then a couple of places that we went over..

Bette, it's mumbled...There's places that you can cover it with 2 blade widths. 14' board on an angle....Then you get two wide loads on a semi passing each other...that's a pretty tight squeeze.

Bette: Geez they probably get a little more friendly than they want to be.

It's been the census that everyone should get at least 4 days off. It takes a good solid day to get home and 2 days at home and a good solid day to get back. If we've got personal business to do like your gone all month and then you have things to do that have to do with your home and kids. I've got 2 boys and I like to go over to the school and see what they are doing myself..(Bette, I can't understand again.. they were talking away from the microphone) We were working 15 to 16 hours a day. Cause we had to more than anything cause like I said to pull those sides and fill those holes it doesn't take long those trucks take them right back out of there..... It's supposed to be a water truck.any kind of roller going behind...the problem is the ground getting it to stay with water on it would probably be 100% better.

Bette: In other words it is a definite lack of decent equipment?

Yeah, we would like to do the job and do it right and we're doing and the same things goes for our mechanic here we have a problem getting the right parts for the equipment which they have settled in the last week. Everything is supposed to be going down right.....We just talking now in the past tense about alot of things.

Bette: Has this camp been able to get all of the over-time that they need or all the time that they need to work on the road or were you stuck on 37½ hours there all the time?

We were stuck there on 60 for a while there. 60 to 70 hours we were putting in a week. They just recently put us on 10 hours a day period. We were double shifts.

Bette: You are about the only camp that has been. The only maintenance camp that wasn't cut down to 37½ hours until the big rumble about a month ago. Now they have been told they can have all the over-time they want.

When we hit this camp this road was unbelievable. There was potholes on every inch of this road when we first got here. They say they can't see where we have improved the road. You know the people from DOT. Where as the truckers tell us different. In fact last week we felt this place was 90% better than what in January.

Bette: The fact that you don't have any fines to work with.

(Bette it is mumbled again).....

the furtherest they got grading last winter was 25 mile out of Prudhoe.....It takes 3 hours just to go a few miles. The state wasn't here then it was a private contractor. I feel we're doing our job

Bette: But the state still isn't satisfied with what you're doing.

It's pretty discouraging when the bastards come up and we're working our ass off and comes up and gets all excited and says the roads all screwed up you know. Yeah, they hit us pretty low, they brought in the Deadhorse crew to work our section of the road. So that's hitting our crew really low. That's just saying you're not doing your job. They are working Sundays and working holidays whereas we're not allowed to work those days and they brought in the crew from up north to work our section of the road.

Bette: And let you guys sit?

Yup. We are being punished for something that we don't know we even did. It just like guys tells us how good our road is and then our boss comes in from out of towns and tells us and puts us down all the way. You know we're living here with no facilities and we're having a hard time but we're getting by and we just don't appreciate a guy coming in and shooting our shit down all the time. Our concensus was that he ought to come in and talk to all of us and get a round about opinion about everything. Bob is doing a good job as a foreman and we want to keep him. He knows what he's doing. They are trying to bring some guy that doesn't know much of anything up here.

Bette: I can find that out. He was just called to town was that it?

No. He left on his own. He just tired of it and said I'm leaving. He's been up here a long time without any break. They had a good guy down there at Chandalar last year and he just disappeared and I don't know what ever happened to him. He did a good job and keep it in shape. Bob

will be back next week. There's been pretty strong rumors that he has been relieved. I don't think that Matthews should or has the right to come out and say anything to you guys about the road. It is in a hell of a lot better shape than when the private contractor and he never said anything to them about and we raised hell with him and he won't even talk to me about anymore.

Bette: How long does Matthews stay when he comes up here?

In and out. One day he stayed with Bob a long time at least a couple of hours and then he left. You are really hitting a sore spot with us. Camp conditions and stuff.....tape.....

Bette: I use it discriminately.

It is not just that like I say you're hitting a sore where we're being shafted.

Bette: Well people need to know that.

We're being treated like dogs up here. We're nothing. We're working all the hours and they are getting all of the glory or whatever. When a man comes in from working 14 to 16 hours bouncing around in that grader and then has to heat him up some water to wash his dirty ass and then cooks himself something to eat and then finally gets into bed and he has to get up at 6:00 the next morning and go out there and do the same thing. He is lucky if he gets 4 or 5 hours of sleep. We're paid way under. What do you make \$15.00? You've worked here for 2 years. I'm the lowest paid operator on the road. Guys down there at the pump station have wall to wall carpeting and color tv and saunas and they get paid more than I do too. We don't want you to feel sorry for us it would be nice if we could get tv up here or something that we could do.

Bette: It would be nice if you had a shower. I just love that facility that you have right there.

It has class.

Bette: Where is my camera.

You had better get a picture of that.

Bette: I'm going to.

Do you want to see our outhouse too. Wait until you see the building over there. They were going to bring us a temporary camp up here. And then I think they realized that by the time they got the camp up here and got it winterized that this camp would be closed down. Or else they had to wait until the shake station closed down.

Bette: How long have you been living here under these conditions?

3 months.

Bette: They could have had a camp up here when you got here.

Yeah they could have.....wait a minute we have to get Mike in here too. He's the only one that ever takes a bath. Every two days I take one whether I need it or not. It's just that I can't stand myself in bed.....It wouldn't be so bad if they came up here and explained why or even said look guys hang in here for another month and here is the reasons why. But we don't get nothing but here say so. That kinda cuts you down right there you don't know you're second guessing the next parties word. Everything that you hear along the road. That doesn't help either. Where as if we just got a straight answer sometime. Thats why I say if they brought us in and tell us that this is why you can't have this or that. This is what's happening and then we would know where he's coming from and where we're at. We're left in the dark. It's not working.

Bette: The only thing that I can tell you is that.....

My boss told me that I was going to rotate here. 60 up here and 30 working in town...

Bette: Which department do you work for?

I'm a mechanic.....Where you could work 6 on 2 off. I'd love something like that. That would be ideal. This nonsense of going in 2 or 3 days every month.

Bette: What is your time off?

None. No scheduled time off. Every 30 days.

Bette: Then you decide yourselves that that is the time you want to take. 4 days.....

If we had a hard core foreman we wouldn't be going no place..

Bette: That is the best cup of tea that I've had on the whole trip. The part situation I can understand. You have radios and they have radios and they can't get parts out. What about.....

.....They get tired of us using it.

Bette: What about your supplies your food supplies do you take your own time to go in and get those.

Yeah, plus we have an expeditor if he ever stops when he goes through. Sometimes he stops and sometimes he doesn't. Sometimes he goes straight to Prudhoe and misses all of these camps. What we rely on him for is mail. You know we like to hear from our families when we're up here. That's the only way they are going to get letters up here is by the expeditor or the state. Sometimes it will be a month before I get a letter that my girlfriend said she wrote. Shoot I know that it doesn't take a month for an expeditor to get it out of the state. If someone in

the state will bring in over to Frontier and we could bring up here .
We used to bring it up to Chandalar.....

Bette: It seems to me that it's a little bit. If you are in a camp it would seem that it would behoove the state to have half way decent living conditions such as 27 mile camp. For instance the top of Thompson Pass. It's open from November until April. There is a cook there and all the guys have to do there is make their beds. The cook does the cooking and stuff like that.

That's state...?

Bette: Yes.

Wow.....

Bette: It's just called 27 mile camp. It's the big blue building as you are coming out of Valdez. They keep a mechanic up there in the wintertime for the snowblowers and the operators and it's open from November until April and they have a cook and the cook cooks all of the meals for the crew.

... they have a shower?

Bette: They have everything like that yes.

I don't even know what a shower even looks like anymore. Who did you say this was for?

Bette: This is strictly for state employees. State of Alaska. Department of Transportation. Maintenance. What bothers me the most about it, lets say the state here.....(it's mumbled) One of the things that delayed the construction of the camp was the shop. From what I understand they came in and piled up the gravel and then someone came in and told them that they had to take gravel all off and scrape so much of the tundra. So they moved the gravel all off and scraped so much of the tundra and then when we started pouring rocks in it, it just kept going down down down down. Then they sent it back.....

Bette: I'm especially glad to hear this because what we hear down in Juneau is that the hands are happy and the DOT people are happy everything this going great and the road is great. Which is my reason for riding up and down the road myself.

Well I would say that the road is very much improved since the last 3 months. 3 months ago you would not have said it was great. We really felt good because we thought we had done a bang up job and then the next day we were told that we were a bunch of shitheads and hadn't done shit and our road is as good as everybody else. We have the same materials to work with and everything. Our boss is.....They had 2 graders running up there at Prudhoe and there wasn't even anybody over here at the time. The wouldn't even come any further than Pump 2. You couldn't have gotten them over here no way.

Bette: What kind of sleeping quarters do you have?

Let me show you.

Bette: You are in an ATCO unit.

Power is given to us by the contractor with nothing in it.

Bette: There is no water in it....

We did get some electric heaters.

Bette: How do those do when the generators go off?

Well.....we came in one time and it was so cold I couldn't believe it. The main one went out and they took ours and I dove into 2 pairs of underwear and dove into bed and it was cold. Actually the only time that it was out for any length of time was that time when the water pump blew out on it. We get our water from the tank. We have to carry a plastic jug.

Bette: He knows every doggone hole in that road and managed to miss most of them.

(Bette, it's mumbled again)

Bette: You might be able to do something about that mail situation.

That's nice. Well we've had the telephone now they just started locking up the camp. But before that we did have a telephone. We could use it once a week to call home. That helped alot. Once a week I would call home to my wife and kids.

Bette: I used to get a call from Adak once a week. My son works for DOT in Valdez. He's a mechanic

I heard you guys were going to block up the road and line up every truck in Prudhoe. They were going to do it at the Hilltop up there but I don't know if they were going to do it down at the River down there. They had all them people down at the checkpoint waiting you know. Where is everybody at you know

Bette: You want to watch John and those rumors. You will have a 4-lane highway up here pretty soon.

Really, We've had ever since we've had the John Deere graders we've had 2 graders out of 3.

Bette: And they are new graders aren't they?

We had one in that put in 56 hours and then it went down. The one they just brought in is the oldest one in the line here. It's a 67 was the last year. They brought this one in to replace the one that we had to send to town. 785. This one the front end doesn't work and it doesn't

have a radio and so if you break down you have to catch a ride with a truck.

John: What do you think about the size of the equipment up here?

It's too small to do the job that we're expected to do. Small and light.

John: What would you think about a 14 or 16.

A 16 would do it. These would be alright to follow a 16.

John: Two 14's with a finishing a eighth blade....(it's mumbled again)

I suppose the John Deere.....after they get the road resurfaced and we're maintaining the surface that would be beautiful piece of equipment. It operates nice and smooth. It doesn't fatigue you near as bad as the Champion here. But it just is not big enough. The Champion has 230hp and this one has 180 and they are basically the same weight and I got pushed off the road twice. You hit a good sized rock.

John: You do need a little bit bigger equipment. They are just too light. You know in the summer it gets so dry up here and the road gets so hard and the blade won't even penetrate it.

.....he couldn't get no power even in first gear. That has been basically our problem with the machines.

John: They would be good on a road where there isn't that much traffic.

(Bette, all of the guys were talking at once and I couldn't make out what any of them were saying. I was told to try and get them changed before freezeup. You really don't have anything to do with the per diem then huh? We would have to go through the state huh?

Bette: You would have to go through the state but as I said one thing that we can do is rattle cages. For the simple reason that they don't tell us. I don't have any hesitation of which I may not be in the legislature very long of going to them and telling them hey this is what the situation is and I know of it of my own knowledge and now what are you going to do about it. That doesn't mean that I don't have the power but at least apprise them that other people know whats going on.

Yeah, the attitude that everyone is taking here is that the graders are breaking down and it's due to driver abuse or operator abuse or mechanical negligence. No one will admit that this John Deere isn't big enough to do the job. This is what irritates us, we're getting blamed for someone elses shortcomings. Whoever bought this machine and brought this up should have come up here and he knew enough about maintenance to look at that roadbed and know what needed to be done to it there is no way that he could honestly buy that machine to do the job. There is just no way.

John: John Deere and the same for the small champions they are good for roads that aren't travelled much and they are good for finish work.

They are beautiful machinery.....They put the champions to shame as far as operator comfort.

John: Up here you would need something that had some weight to it.

I would say that a 16g and one of those behind it would be the way to go.

Bette: Gee you could get a tremendous amount of work accomplished that way.

That's right. We could cut the shoulders down. We could some of the bumps out. Fill up some of the bumps with some loose dirt and with no way to get moisture to settle it in and no way to tap it in is....

Bette: The down time on the graders would probably pay for a 16.

Probably. Smart aleck here trying to get out in the road and start cutting just the tops cause we 'ad some moisture to the point where he dropped his load so that he could cover that hole. I was standing over there cleaning the windows and as soon as I got in it and starting cutting the top of that road to smooth it out we saw it coming in then we started it looking good and then it started growling. The first one happened in first/second gear and up to the fourth gear which is the start of the higher gears. It is the same type of howl that we had. We need to resurface so we have been hauling gravel out here. So as far as personnel down time we haven't had any personnel down time. But we have had equipment down time. This really needs resurfacing My understanding was when they moved in it was their stockpile

Bette: John is that one we saw the one they are talking about.

This crew you couldn't ask for a better crew. Moral wise we all get along well and work we work for the state I don't know why they come in and give us a hard time. We put in all the time we can for them. We don't give them any static.

John: It's just one individual that's giving you a hard time isn't it. He's probably the one that's causing all that too when you think he's the one that does the report too.

I think though that in all his reports he says that the road is in good shape.

(Bette, John was saying something about a report and then someone came in and said I heard about it and didn't read it.

I think that the reason that we are putting up with this is because we're using this just as a stepping stone to something else.

Bette: Yes, I can see that. One of the things that maybe occurring right now and that is the fact they just changed head in Fairbanks. And maybe someone is trying to sweep with a clean broom.

We've been told that he wasn't going to put up with none of our crap. Now I don't know what that crap would be. We working 16 hours a day. It would vary with Bob depending on how much we needed to get the job completed for that particular week. Sometimes we work longer and sometimes we work less. Speaking of equipment down time, one of problems is been the sloper and the idea is to get the sloper back in operation it came in and we put a man out on it and they told us that the John Deere was going to be here tomorrow. So I don't think that Al is going to be on the sloper so we sent him out to play with the machine. Get him used to it so we could ask him some questions. So he takes it out around the roundbeds and comes back in and immediately they say operator abuse. But after looking we find that it's been installed wrong and that it's backwards.

Bette: They don't check those things before they send them out here?

Evidently not. This has caused our sloper down time. We just now got our sloper out it has caused us what 60 days or 45 days to 60 days. We needed that sloper bad.

John: You've got to have it in order to get the stuff out of the ditches.

If we don't get that shoulder straightened up it's going to drift on us really bad. We need to get that shoulder smoothed out before the snow and ice.

John: It's a little leary right through here when the wind blows.

We've been thinking about putting in an order for a bigger electric heater for our room. Well when it starts to get extremely cold here that outhouse is out. This is another thing the state has refused to buy this camp except as a single unit. That's why we don't have any facilities. The state will not buy this camp...that's the reason we've been told we have no facilities. It has to be bought as a single unit. In other words everything has to be working and everything has to be to specifications that's the reason we've been given.

Bette: Have they ordered a single unit?

I don't know.

John: Who is the contractor on this?

Preferred Contractors. It was my understanding that he offered to set it up and sell us the ATCO units and the state said no. So in other words I won't even be able to use the shop until everything gets going. I have to work out there sometimes in below zero on those machines.

Bette: It has to be a single unit all set in place.

Everything has to be running.

Bette: If that's the case what are you guys doing here? If it is supposed to be a complete unit, I don't see a complete unit and yet you're here. You get the point that I'm making don't you?

The state hasn't bought it yet. So that's why we are trying to push for per diem. Cause the state don't own it. This isn't a state camp. The state doesn't own it cause they haven't bought it yet. That's why they haven't put the Sag River sign up yet. That's why they were going to move us down in the gravel pits. We were going to put up a sign saying Sag River Game. A few nights it's been awful awful cold and you wake up and find snow all over the place.

Bette: And those 3 gallon coffee cans aren't very comfortable either. I mean those 3 pound coffee cans. I don't know if the state has any chamber pots or not.

They could send us some portable potties. I made a suggestion what was the guys name the carpentry. Doddies.

John: They ought to put up port-a-potties for the guys working up and down this road. They could put in a metal trash can out there where a guy could go out there and burn it once a week burn everything and the truckers could use it and you could use it.

If you are out there and you're 68 miles and it's colder than hell and you have to go to the bathroom and then you have to drive all the way back here and use and then drive all the way back out there. It takes more than an iron will to go to the bathroom.

John: I've already made up my mind that I'm not going out there it's too cold.

Bette: Well you know Alyeska used to have propane outhouses and they were on skids and there's a propane tank in the back and two doors and those have all disappeared from the roads.

I would suggest that they put one up every 4 miles. By the markers and put it there and anybody going through there could use it. Now what are you going to do you have to wait until you get to certain points. Coldfoot and then anybody riding has to wait until they get to Prudhoe usually. There is no access to any of these camps.

Bette: I've gone to alot of places that I'm not supposed to then.

What's your last name?

Bette: Cato.

I thought you said Kirby. How long have you been in the legislature?

Bette: I'm a freshman. I was just elected last year. However, I've worked down there before and spent alot time in Juneau. I definitely

have a construction background. I husband used to be a superintendent for Tennessee and has worked with every construction company in the state of Alaska before he died. Cato. Well what I will do is I'm going to be making a year-end report to the legislature and I'll just put this in the report discriminately and then I'm going to be talking to a few people in DOT. The way the whole situation works is that we get fed a song and dance and they tell us just exactly what they want us to know not thinking that anybody is that crazy enough to go out and find out things on their own. See this is the first year they've had a standing committee in the legislature. They've had other types of committees, you know ports and harbors and rules and regulations, rules, all the others. One of the things that really gripes me is the fact that transportation is the key to anything in the state of Alaska. This committee should have been working 20 years the same as when the rest of the standing committees. Now last year they made this a standing committee. I am the first chairman of it. I don't know what they expected me to do just sit around and accept everything that I heard. That isn't the way it's going to be and that's not way it has been. We can do when we get the information we can compile it and say that we know this of our own knowledge. It isn't something that we have read or heard. And you are telling us in this committee meeting such and such and I happen to know this. What that does then is convince them that hey maybe we better be....because we do appropriate the monies. DOT actually in all honesty has more monies than they know what to do with. More monies than they can even find that has been appropriated over the years and not utilized and they would kill me if they knew I made a statement like that to them but I intend to. The funds are there but you see with the various department of DOT the funds for like maintenance and operations are shifted over here which leaves you guys short and sometimes design and construction sometimes those funds are shifted over to planning which leaves design and construction short and within the four areas of DOT they can take the monies and put it anywhere they want to. So when the legislature cuts the budget which they sometimes do like last year it 5% but it was a 5% cut in all departments in every area. And DOT could readily take the 5% and take it away from maintenance and operations and they could take it away from a department that isn't as important as maintenance and operations and give you guys a full budget. They have the power to do this. This is one of the things that we have been concerned about. If it was a business it would have gone bankrupt a long time ago. There isn't any doubt to that.

It's just like California had the budgets cut there, there was monies in some districts did real well and some that didn't. One of those principles in management in how it all worked out. Some of them would get mad and this guy is doing his job and his lawn is looking good and the other guys are saying I can't work cause I can't pay the bill.

Bette: Exactly, and it depends on how it's used and how much is allocated and from what I understand that m and o hasn't been requesting the monies that they actually used to request but it's one of those situations where it's a circle and the buck doesn't stop anywhere.

I honestly trying to think that Steve is trying to do a good job. I think he's being hamstrung along the line. I don't know. Some things like when he stops and talks to us in a group sense instead of one by one and we can tell him what we think is going on and then he would know what's going on. We sometimes wonder if we should go out looking for other jobs. The airforce interviewed me once and said come work for us this winter. The way things look here I had better be looking. That's exactly how I felt after last week cause we all got up that morning and we thought we were doing good cause these roads were looking better and the truckers telling us this and that and the next thing we know Steve hit here and gave one of the guys a bad time and didn't talk to anybody else and Bob for a couple of hours and then he left and the next thing we got the word and we just looked at each other. We have no answers. Do you want to go look at our facilities over there?

Bette: Yeah, yeah...I think it would be an excellent idea and then get a cup of tea.

Not in my room.....(Bette, this is the end of the Sag River tape)

DRAFT TWO
TRANSCRIPT

Trip up the Haul Road by
Representative Mitch Abood
July 28th and 29th, 1981

Transcription Tape 1 - Side A

M. This is Tuesday, July 28th, at 25 minutes to 8:00. Fred Austin the owner/driver of Lyndon Transport is, we left the Lyndon Transport yards at that time, and we're heading up the road. This is a nice rig, we have coffee, we have everything going for us, we have CB, we've got radio, looks like maybe some air conditioning, probably not, what is that, that's air conditioning, nice cab over with a sleeping quarter in the back. We've got a pretty good size load on, and we're going to be making a supply run. This is evidently a supply run. To Prudhoe stopping in different camps along the way to drop off some equipment. We're not really loaded up... How much

Austin. We're quite low, we have 4 or 5 stops.

M. We're quite light though, we've got 4 or 5 stops en route. One hour later, it's now 20 minutes to 9:00. We ran run out of pavement. 28 miles of very good road. It says Yukon River 101 miles, Livengood 44. The road, with exception of a few spots is not that bad right here. It's pretty hard, holes in it, chuckholes, some soft spots but we're weaving in and out among them. If is anything like this all the way, it probably won't be too bad right now. This road has no fines on it at all, it is down to the big rock. There is no way that a grader can grade this. My question is why did they quit grading. A type of rock like d1, or d2; something of this nature crushed rock to be able to bind it so that a grader could come down and move it around to keep the thing smooth, but it can't be done with this type of road now.

Austin. I see three things wrong with this road. The first thing is that the legislature is not putting enough money into maintaining the road. Secondly, the people and the system they have up here maintaining the road is not making good use of the money that does go into the road, and thirdly

M. Is this management again?

Austin: Management had the right people up there to really get up and get the job done, make those dollars count. They got billions of dollars worth of shops and equipment, they got to make it count. They just can't let it sit idle. And I think that thirdly a problem on that is too, and heres were the trucks come in, even before we were..... speed will tear up a gravel road, it throws the fines off.

M. Is there a speed limit on the road now?

Austin. 45 mile an hour speed limit.

M. Is that too high?

Austin. No, it's a very tough part of where you can hold the road.

Turn that around and play it again

M. Because of the base that's on the road, my observation is that it can't be bladed by a road grader unless it's to take off surplus rock that it would build up, could pick up off the road. The blade could then could push it off to the sides, as I do see a lot of big rocks and so on along the sides. This road thus far, and we haven't even started yet, is probably one of the biggest investments that the state has. And by not doing it in a proper manner, and putting the right type of base on it, or the right type of finish on it, and utilizing the water, or rain if you will, to grade, during that time to be able to move it properly, it just seems to me that we are losing the investment at a very rapid pace. My observation would be, it would behoove the state, to really get with the program, and get some real expertise up here. One thing Fred was telling me that they like to do it during straight time, regardless of what the weather might be. Whereas when it does rain, and they could get out there on different hours other than straight time, and pay overtime or time and a half we'll say, he's telling me that you could do probably 20 miles because of that condition, versus about 3 or 4 miles a day by waiting until it's dry and so on to be able to move the material around. We will get, we passed by Pump Station Number 7, at 10 min after 9:00. The road thus far is fair, fairly smooth, I don't see any big rocks on it, as we had a few, little bit back. We're the only truck, we passed a couple of trucks, we're running a little light, and the gusting conditions are not too bad. However, I would say for the public to ride this road, they better be prepared for tire trouble, and be pretty self-sufficient. I see the road now winding way up, and I also see, the pipeline appearing and disappearing into the hills and the mountains, and along the flats.

The type of people that maintain this road, from the grader operator to the foreman, definitely play the most important part in this whole scene. The poor operator or the poor or unqualified or lightly qualified foreman or superintendent or grader operator, will have a definite bearing on the condition of this road. Now it may sound like people play the important part here, it's absolutely true. The poor grader, his work will show very, very quickly on this road. It's a combination of people coordinating their efforts to maintain this road, right from the truckers who drive the road to the people who maintain the road. It has got to be a cooperative effort, They depend upon one another up here, and I haven't seen anybody yet except these truckers running

on this road, and if you have a break down, you're out here with nothing, and you're depending on that trucker to stop and help you. There isn't any body else to do it, so qualification of drivers, qualification of grader operators, dozer operators, play a very, very important part in this whole scene.

We are 12 miles from Livengood, a grader just came by us, and here comes another grader, his blade is up, and he's heading for someplace south. The river we're just now coming across is called Tolovana River. Evidently these are the two graders that should be in Livengood, but they're going south. I don't know what there reason for that is. The road here is good, right now I'd say very good. It's gravel, very, very dusty, but it is a good road. This is not always true in that rain can affect this road. This same road that we're riding on now that's smooth and good and gravel, loose gravel on the top, it looks like it's probably d-1, d-2, this will change drastically if it rains on it. Right now, as I said, it's good. It can turn to absolute hell in just a day or so. About mile 68 I saw a Kamatsu Cozer sitting on the side of the road, the right hand side of the road. where they had taken some fill and filled in the road, they did it pretty well.

Just north of Livengood Creek, about 3 weeks ago the road was washed out because of the rains and right now its been put back together again and it's quite good through here, but its got a lot of dirt in it so I would imagine at the next rain it will wash it out again. It is 5 minutes to 10:00. I see another road grader sitting here, a water truck, other pieces of equipment, some things in the shop. We're just going to take a look around here for a minute to see what type of personnel are here, and so on and so forth.

I am sitting in the office now with the foreman, Bob Palmers. We're going to be talking about; you don't mind me using this recorder do you, I just want to get some things down.

Palmers. There are 8 of us here all together. One is off sick, and has been for some time now. I'd have to look it up to find out how long.

M. But usually about 8 personnel.

Palmers. Yes, that's what's assigned to the station, that's two mechanics, five operators and myself.

M. Do you have to pay your own upkeep here?

Palmers. Upkeep on the?

M. You know, you're room and board and so forth, does the state pick it up?

Transcription

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Palmer. Well, we pay for half rent here, I think mine is \$216. I'm not sure what

M. Out of your own pocket?

Palmers. Well, it's deductible on the state payroll.

M. I saw two graders going south, where were they headed?

Palmers. They were headed to the end of the payment at mile 28 and work this way.

M. and work this way, What are they going to do?

Palmers. They are going to try and fill those chuckholes on the corner, you know, and general grading of the road.

M. What are they going to put in there, the road seems to have a great number of, you know it's almost solid rock, or big, big rocks. Do you put d-1 in there, or do you have any filling?

Palmers. We don't have any, so we just try to pull what we can find on the sholders of the road in.

M. What would do a better job, dl naturally.

Palmers. Well, yes or some kind of or something we can haul, but in that particular area there, the pits are so far, it's just hard to get anything there. We don't have the man power to haul there.

M. Do you grate when it's raining, or anything like that?

Palmers. Well sometimes we're forced to do some grading in it but we try to stay out of it because we make bad matters worse.

M. But there is a time during that time, bob, that you could grade it and do it some good, would it not?

Palmers. Well, in certain places, yes, and we do, but if it's just a regular downpour, you break it up and it's gone, if it's a slow rain or any kind of damp weather, that's the only time really to grade

M. Do you have a trooper here?

Palmers. Yes, there's been one who's coming out now.

M. Is he headquartered out of here?

Palmers. No, he's headquartered out of Fairbanks, I'm sure. They just come out here on a rotating basis, I think two weeks.

M. What do they do, just patrol the road?

Palmers.. Yea

M. Do you have any incidents up here, at all with the public riding the road? Do you have any bad incidents with the public driving up here?

Palmers. Not too many, no not now. We have, of course quite a few accidents during the winter, of truckers sliding you know, with all the hills being slick and so forth, but not too many otherwise.

M. How long have you been up here?

Palmer. I think I came up here in either '75 or '76.

M. To live here?

Palmers. Yes

M. Right here?

Palmers. Yes, right here at the camp.

M. I'll be darned.

Palmers. I've been with the Highway Department; come back and started with them in 1968, I started out in and stayed there until I came here.

M. Are you allocated "x" number of dollars to do this per year in this; and are you responsible for a certain stretch of road?

Palmers. Yes, I'm responsible from 28 mile at the end of the pavement to 28 miles past.

M. You have two graders?

Palmers. Three, one is down right now.

M. How long's it been down?

Palmers. Well, it just went down, well they took it off the road yesterday, I guess.

M. So you have 3 at Livengood?

Palmers. Three

M. I see. Did you say you had x number of dollars per year for maintenance of this?

Palmers. Well, I don't know what that is. I know they budget for each, I don't know right off hand what it is for maintenance of each station, I'm not sure

M. For your stretch of road so to speak.

Palmers yes.

M. How many miles is that, approximately, 50?

Palmers Well no, approximately 140.

M. So it's 140 from where the pavement ends to 28 mile.

Palmers. No, I've got have her to 114 out of Minto Cutoff.

M. Oh, I see.

Palmers. and its 51 miles into Minto.

M. I see

Palmers. and then a little stretch; a couple, three miles stretch past that, that I go to in the summer.

M. You said 140 miles of road.

Palmers Approximately 140, 141.

M. But of the main road running to the Haul Road so to speak, what do you figure that is?

Palmers. I'll have to figure it up here.

M. Just give me a top of the head figure, maybe 100?

Palmers. No, It's about 80.

M. 'Bout 80?

Palmers. Pretty close to 100, wait a minute.

M. Well, your talking to the king of the road here now, Bob.

Palmers. Just a second now, here we got from 28 mile.

M. So that's about 80 miles of the Paul Road that your responsible for.

Palmer's Yea

M. With 8 men and three graders, I see you have a W24B out here, and you got a water truck. Do you keep the water truck going at all?

Palmer's. Well, we just got that. That's kind of a home made rig. We put up there and finally got it

M. It seems like were short of personnel and equipment at this end of it down here. Probably more men and more equipment and more overtime would probably solve a lot of the road problems we have right now. The Livengood camp seems to need a backsloper would probably help considerably. There's some excess, I understand, and maybe we could look into that. It is also possible that one more grader and one other man could be utilized here to a great extent, plus the backsloper. They're one grader down. A belly dump would be a very useful item, not only; that is very necessary to keep the road crowned to keep the drainage going. Instead of using just 4 or 5 yards at a time, we could use a belly dump and do 20 yards at a time so that would be efficient and money saved in the long run. This would enable them to keep up with the problems they have on the road.

Leaving Livengood at 10:15, starting to rain. From a safety standpoint, if the crew at Livengood would just do the hills, they're not too long, but just do the hills they would increase the safety factor by at least 50% because sometimes they don't want to get out and get their chains out of the truck for just a short distance when they've got another 48 miles or another 50 miles before they run into another big hill. So in the areas where the camps are that they do have hills, just a small amount of gravel on that, and maintain that; it would probably reduce the hazard of the road by at least 50%, the reason being it would mean a little better traction of course. Since leaving Livengood the road has been very bumpy, lots of potholes, very washboardy. There is also; the fines that they had on it has been pushed off to the sides. There is no way they can retrieve it unless they have a backsloper. That's a very important piece of equipment for this road. That can pick the fines up and put it back on the road again, and it's all right there, they haven't got to haul it. I highly recommend that they get that for Livengood, or a couple of them any way.

M. But really though, a waste of labor to be using I saw a 988 loading two 4 yard dump trucks and they're hauling that about 4 or 5 miles in this one particular area to build up the crown, to keep the water off it. A belly dump would be doing twice the job in half the time. So again, one recommendation is to use belly dumps up here instead of these 4 yard dump trucks. We're now at 28 mile TAPS road. I see another grader sitting with nobody around it. It's been sitting there for about a week. We are about a half an hour from the Yukon River, about mile 37. The pipeline just went under the road. This road, since last report is very good. It hasn't been this way all summer. It's pretty smooth, a few little holes in it, but we're traveling right along now. Probably in the neighborhood of 40 miles an hour, maybe 35 and it's a fairly smooth ride.

It's 5 minutes after 12:00. I have in sight Pump 6 Station. I'm looking across the Yukon River. We should be crossing it within the next couple of miles. The road is good, it's dry many tailings off on the sides. We just crossed the Yukon River and the road is good at this point. Would you say the road is good?

Austin. This road is good. Well you can see

M. It looks good. We're about 5 miles from the state camp. That's 5 Mile, and this road is excellent I'd say for a dirt road. It's hard packed, no loose gravel, very little loose gravel, but it's very small. We're cutting along right now at 45.

Austin. Right on 45 miles an hour

M. We're running 45 miles an hour on it which is good. The Gas Pipeline people, at Alyeska and the state people who use this stretch of road. I'm wondering if maybe that's why that isn't better than the balance of it.

I'm in Trooper Dave Hayward's home at the moment having a cup of coffee at 7 mile camp. He's been very busy this afternoon. He took away from his very busy schedule to come and assist me in some conversation as to what's happening up here and where we could be of more assistance to him and what may be needed. Is there a lot of public vehicles, is the public traveling the road to any extent, are they getting in any trouble, do they handle themselves properly, what do you think ought to be done to ensure a little more safety for them other than themselves?

Hayward. Right now there's not really that much traffic not compared to what we were expecting. The tourist traffic is below, well below what we were expecting up here. The 4th

Hayward. of July weekend we had an increase of tourist traffic. I think we had two tourist vehicles that had problems. One was a complete roll over,

M. Their own making, of course running off the road or was it the condition of the road that caused it.

Hayward Well, in this one area I had two wrecks there, and the car, the tourist vehicle went over first and later on I had two tractor-trailers go off in the same area. It was a combination of the bad weather and the road conditions. That was down at 45 Mile, I think.

M. Do you have an ideas about the road conditions yourself, what do you think could be done to further the safety factor and the drivers, the truckers and so on to improve the ratio of breakdowns and tearing up trucks and tires and everything else. Is there anythi. else you can think of that could be of assistance to them?

Hayward. Yeah. The way it looks right now I would say if they had more personnel up here working. They can't handle it with what they got now.

M. Is that all, or would you include pieces of equipment such as belly loaders, versus 4 yard dump trucks and things of that nature.

Hayward. Yes, with the belly dumps it is my own opinion from what I've talked around about, they haul a lot more dirt, they can place it a lot better than they can with just a regular dump truck.

M. Huh huh. You would say it would be more economical to do it in that direction, would you not?

Hayward. Yes, I would.

M. What area do you cover of the road? From where to where?

Hayward. OK, Right now I'm covering from 28 mile near Dalton all the way up to Pump Station 5.

M. How many miles is that?

Hayward. Let's see

M. You say about 130 miles?

Hayward. Right.

M. How many times to see from one end to the other during the week?

Hayward. If I'm lucky I can get to Pump 5 once a week.

M. Once a week, huh? You've had lots of incidents? Is it mostly traffic or accidents on the road that you investigate?

Hayward. It all depends on what time of year it is. Usually during the wintertime I get more traffic cause I get more trucks and pickups and a little bit of everything going off the road.

M. I see, but

Hayward. During the summertime its not really that bad.

M. What do you think of the truckers per se in general. Do they know what they're doing, or do you get just the wise guys, or

Hayward. Really I haven't had that much trouble with them.

M. Is that right?

Hayward. I have had some of the newer guys say just starting out driving up here, I've had a little trouble with them.

M. Like the LTI guy (Laughter)

Hayward. Some of the newer guys I've had a little problems with but it think that's pretty well straightened out.

M. Because of what, lack of knowledge, or.

Hayward. Yeah, lack of knowledge

M. Or they think there here, there out in the boonies, and they don't care what they do, they can do anything?

Hayward. Yeh, that was about it, but.

M. But the other truckers try to reel them in so to speak.

Hayward. Yeh, they pretty much ride herd on them. If they're having problems with one of them, they'll normally take care of it. Like during the wintertime, winter and summer, I was having problems with some, a few of them, trying to go a little too fast you know, but I sat out here several times and monitored traffic and I don't have that much speeding.

M. Do you have a speed gun?

Hayward. Yep, sure do.

M. Do you give many tickets out on that? Course, that would depend on the condition of the road I would think.

Hayward. Yeah. Well, the condition of the road right now, is good I think. (Some conversation) They've been working here last week and they've got quite a bit of it straightened out, but the sections down around Livengood area and the sections north of here on the other side of Finger mountain, I've had a lot of problems there.

M. Do the truckers and the state people get along pretty well together, or do they blame each other?

Hayward. No, I can't say that much for outside this area but, looks like around here they get along pretty good.

M. We have somewhat of a controvesy up here because there are 8 or 9 school kids and shortly in the next year would you say, they'll be about 13 of about school age, and right now it appears that perhaps they could qualify for some type of a school, but DOT is throwing a monkey wrench in it, for some reason. Check on that and find out what the details are on it. The school has been approved, but the funds are being held up are you saying?

Hayward. Right

M. Right now, the kids now are the mothers are teaching them through a correspondence course and they don't see the inside of a school, or the discipline of the school. Yeh, be sure to check into this. The school district is out of Ft. Yukon. That's were the funds will probably be coming from and the approval to do so. Check with the administrators. Check with Hal Hume regarding a letter stating the reasons why this area can't qualify for a school.

Hayward. Just, Trooper Hayward, Seven Mile Haul Road Post. 1979 Peger Road. That goes into the State Troopers office there.

M. A decent long range radio for communcations would be advantageous to the trooper here because of the, he's using his own personal equipment and it seems like the troopers ought to be able to provide something up in this remote part of the country for better communications for emergency purposes also.

M. We just left the troopers house at 7 Mile and it's a quarter past one. We got to stop off and deliver some meat at the next place just a couple of miles up the road here, and we'll continue our journey from there. It's 1:30 and we've just left 7 Mile camp, the Northwest Pipeline Company. There's a foreman of this section; we just passed No Name Creek. You can sure tell the difference in the road. There's a foreman by the name of Mike, and I'll get his last name later, and he's doing a very excellent job because he on the road and he's looking all the time. He's repairing the road, he's putting fines on. This whole stretch of road is a good road. We're 10 miles south of Finger Mountain, we're looking at a grader coming on us now coming back the other direction. In fact, I see two graders, they're grading her down, it's looking good. This road is much better. We're driving in a stretch now, and it's raining and I can understand why in the winter the more deplorable it gets. This road need attention in many places, especially here about 5 miles south of Finger Mountain. But it's just dirt in here, there's no gravel. Now we're slowing down to almost a stop, this is nothing but a quagmire. So the attention the road should be getting is gravel in quite a few places. I think that would tend to solidify this quite well. I will say one thing, I have a good deal more respect for these truckers now, you've got to be a professional to do what they do as many times as they do it. Some of them make as high as 10 trips or 20 trips a month.

Tape 1 - Side B

We just left Cold Foot, I mean Old Man and its about 3:00 in the afternoon. It's raining again, the road is muddy, we've gone through some sinkholes. They're working on the road right now, I saw a grader and a back hoe. They're putting some gravel on it, or some fines on it to kinda hold her up. Rain is devastating here and it can go to pot on you in just a matter of hours. We're just a couple of miles from Old Man. On the right hand side there's a CAT sitting here with a ribbon around it. I don't know how long its been here. It's been sitting here for about a week, and there's also a burned out truck cab, truck. I guess that burned out quite some time ago. I'm looking at the top of the hill which is the Arctic Circle. It's probably about another 5 miles from here, and we'll be stoping there for a few moments. We'll stop there, not for hysterical purposes but for historical purposes. At Fish Creek the bridge needs some repair work done, and the road from here is absolutely a quagmire, and I see a truck coming at us, a pick up truck, practically going sideways here, this is nothing but goo and mud, and in very very bad conditions. We crossed the Arctic Circle at about 3:22, temperature is 67 degrees, cloudy, sunshine, off and on rain. Where's the snow. One thing I notice, that is

M. rather startling to me, they are taking the gravel, what you call the gravel, this mixture of gravel and dirt, they're taking it from these pits at the top of these hills, and that the only place of seen them except one. The road is built into it, and they take it right off of a great big hill. I'd call it a mountain. Of course the proof of the condition of the road, along the sides I see all kind of stripped out tires that peeled off, I see mufflers laying all around. One of these days we'll probably have to go along and clean up the mess, but I can see now why they are tearing up their rigs and tires. Again, most of the accidents are occurring on the hills, either going up or coming down. Seems quite apparent that perhaps the state should be looking at putting on more gravel on these areas to get better traction. There are many sites you can see where the trucks have gone over, rolled over, and debris, and so on. So, it becomes even more apparent when you see the evidence of this type of activity.

Arrived at Pump Station 5 at 5 minutes after 4:00. I'm in the guard house at the moment. Trying to talk to someone in authority to give me conditions and their ideas about the road and so on and so on. We won't be here to very long.

I'm talking to Al Green at Green's Construction. They've had the road for quite some time and I've just asked him the question as to how far, to what degree has the road has deteriorated since Green dropped off there portion of it, and since the State took over. He relates that the surfacing, is that what you said, the surfacing?

Green. Yes, the surfacing material 3/4 minus.

M. You had 3/4 minus gravel on the road, what happened to it, get blown off?

Green. Between wind scouring and the traffic speed, it pushes it off the road, throws it out in the brush, and it breaks it down with the heavy loads, it just disintegrates.

M. What about the maintenance of the road, would that have prevented it, or do you feel that the State should have done more along those lines or could they have done more or what?

Green. Not really, once you lose the surface, into the base coat you enter into the large rocks, and the base for the road and the things that don't move. If you hit a rock, turn it up you have a big hole.

M. Do you think they should be resurfaced, to that extent, put back again?

Green. Yes, you need to have the surface put back in again to maintain the road at all.

M. And it hasn't been done.

Green. Apparently, the State hasn't been the time or the money or the equipment

M. or the equipment or the personnel, is that true?

Green. Right

M. So as we continue, do you feel it will be deteriorating even further, and digging up bigger rocks so that it might become impassable in certain areas?

Green. Oh, definitely, yes. If you don't maintain a decent surface and your base starts giving away because your trying to use your base to form a surface you are going to have a loose compaction, water under it, and it will start deteriorating at a greater rate.

M. Well now that's a good theory, and an actual theory because that's what exactly happens, but is it happening?

Green. In certain areas, yes. You get quite a bit of water laying in pot holes and chuck holes. It softens the road and then with the increased rain flow we've had this year, the soft areas are hit by the down pours and they start washing little channels and pretty soon you have quite an area washed out over the bank.

M. Steady maintenance would prevent that then, would it not?

Green. True, it would have to be more than maintenance, it would have to be reconstruction.

M. Reconstruction, I see. And how much road do you feel now needs to be reconstructed. It can come off the top of your head on the road that you know.

Green. In the last two years I've been from Prudhoe down to Fairbanks many times, and I'd have to say that the whole road needs reconstruction. piece, I'm not saying it all needs to be brought up.

M. How many miles would you say? 300?

Green. At least 300, yeah.

M. I'm talking to Gene Holbrook and Dick Collins and of course Al Green and their statement's, and it's very pointed, is that the personnel are not being able to put enough time on the road, eh'y're only allowed 37½ hours per week. Their equipment, they haven't got enough equipment, they can't put enough time on the road, and therin lies the problem.

. More than able to do the work, and wants to do the work, but he's so damn hamstrung by hours and personnel, by the people above him, that's he's just held down to 37½ hours per week, so he don't have enough hours, or enough people to do the job in the proper manner that needs to be taken care of.

M. If you continue with this particular action, how long do you think that road's going to hold up?

. Well, since it was turned over to the State, it was a conservative 60 mile an hour road if you wanted to travel that fast, now if you go 35 miles an hour you hit the top of the truck. So in that time of 2 or 3 years you've gotten this far, so I'd say the way it's going now, in about 3 winters it's going to be a (It's not going to take 3 winters) impassable the way it's going now. The personnel and the people that they have and the time that they're being allowed to work on it, they won't be able to drive it.

M. Or the money they're spending on it; but the material is available.

. The material is available the material is fine throughout the Haul Road. The material is there, BLM would give them material if they don't have it, which they do have plenty of material, all they need is people, time and equipment.

M. Just off the top of your head, what do you think we've got ivested in that road already.

. I would average, I couldn't even make a wild guess.

M. You couldn't even imagine

. I couldn't even imagine how much money, I have no way of knowing

M. \$60 Million, \$100 Million

. You're talking about what the State got invested in it.?

M. We've got the road now, the investment that was there when they took over was equivalent to about, what, \$100 Million?

. I don't know

M. \$150 Million?

. I couldn't even give you a guess.

M. Astronomical?

. Yeah, its; \$50,000 a mile.

M. What? \$50,000 a Mile?

. \$50,000 a mile would be all right, it would be conservative.

M. This is Bud Duke, and he's in charge of the equipment for Alyeska Pipeline here?

Duke. in charge of repair of it

M. And you say, what it's doing to your equipment, this road?

Duke. It's tearing it up, yeah, I just see your recorder, they're having a lot of problems with frame breakage and stuff on trucks, radiator shaken up, the cab shaking around, tires blown out. We have a lot of expensive tires, where you have \$500 for a tire.

M. Has it become increasingly worse since the State took it over, and you have to remember they didn't take it over until July 2nd, right?

Duke. Of this year

M. Right

Duke No, no, they were here years ago. They've had it for two years at least.

M. Two years

Duke. They took over in '78. You see this year is the date that they opened it.

M. Yeah. That's right.

Duke. They've had the maintenance now for two years, going on three years

M. What do you think the deterioration factor would be in there, probably 30%.

Duke. I would say about 50%.

M. At least 50%, your talking 2 years.

Duke. From the time they received it until now is about 50%.

M. And that's in three years so you can figure in another 3 years, making it 6, you can double that and in 3 years you don't have a road.

Duke. That's what I'm saying. I'll tell you what, that road say from Pump 2 into Pump 1, I believe the base of it your going to be back on the fill in another year.

M. The increased, anticipated traffic of the public being allowed to come on the road now, that's going to increase that time element, it's going to shrink right down. Instead of three years, you might be talking about 1½ years maybe.

Duke. Look at your mountain in Old Man area there.

M. Yeah, I know

Duke. They said they used to make up in 10 hours in truck, (Gee, I hope they didn't go North.) now it takes them about 18 hours.

M. Look into the moving of the camp, from one site to another because the shop is being torn apart from the heaving of the ground. Look into the planning stages of that before they move.

What did you say Duke, it's getting to the point, that what? That it's taking a major what?

Duke. Major overhaul on the whole road to get it back in, you got to have a base.

M. To bring it back to the condition of what

Duke. To bring it back to the condition it was. You've got to have a base underneath the road, back to the condition it was when the state took it over.

M. And that was 3 years ago

Duke. two and a half years ago.

M. I see. Yeh they're running on base now and its tearing the trucks apart, you're getting down to the big boulders. Is that what you're saying

Duke. Right. The road is getting narrower from pulling the snolders in. The driving surface of the road has gotten much narrower than when they took it over. And in the winter time, very, very often, in many places, there's not room for the trucks to pass, which the trucker's probably will tell you that. And in the winter time, the snow removal ain't worth a damn. It's not maintained at all, sometimes it's even closed for the lack of maintenance due to snow removal.

M. Did you have that trouble last winter?

Duke. Yeah, last winter, and every winter since they took it over. I come here last winter, down by By the time, if and when the gas line starts the first year of the gas line there will be no road to run on.

M. That's your opinion.

Duke. That's my qualified opinion. I consider it qualified. I've been up here since, long enough to be qualified. If this road, maintained the way it is now, goes until the gas line starts, if and when it does, and the first year of traffic is heavy truck traffic as it is on the line, and they try and run on this road the way it is now, they'll just be

M. Under the conditions that they are maintaining it now.

Duke. Under conditions that they're maintaining it now. They're going to have to get the road back up and in shape rather soon, so it will be able to stand all the traffic that will be coming if, and when the pipeline starts.

M. I see. In other words, I can't find too much fault with the state in that they are working 37½ hours a week and the line.

Duke. They're doing what they can with what they got.

M. I see

Duke. Very limited time.

M. We are now leaving Jim River camp. We're just leaving Pump 5 camp and entering Jim River Camp. It's now 5:00, I spent about an hour at Camp 5. It looks like now we're looking at Jim River, the maintenance station here. I'm going to swing in and take a look at it, and look at some equipment, and so on.

M. I'm looking at 2 graders, a front end loader and a tire mounted front end loader. It's like a unit. Leaving Jim River State camp. Talked to Walt, the foreman. He stated he was very reluctant to talk to me. He felt this was a political situation, he's only got a year to go to retire. He's got one pick-up, can't be responsible to get the men to the jobs, so the men got to ride the graders, an hour, an hour and one-half, two hours to get to the job, then you have to figure enough time for them to eat their lunch and ride back to the home base, it doesn't leave very much time for them to do any grading. They don't have enough equipment. They haven't got any material. It's like pissing in the Yukon River to raise the level of the water.

It's 20 minutes after 5:00, leaving Jim Camp, heading north. They graded 8 miles from Jim Camp yesterday. The condition of the road, is right now, it's not too bad. It's a little bit washboardy. I can see where they've done grading it's pretty level, it looks like it's crowned in good shape, looks like you got good run off. But this is one of the major problems. You can grade a piece of this road one day, and if it rains it goes back into the chuckholes, because there is nothing to hold it, there's no binder on the road. There's gravel, but it's loose gravel. You need a binder of some type to be able to hold the road in condition. Now we're coming up to some more big potholes, and this is where the problem really lies. The material that they are putting on the roads, or right at the present time are not putting on the road because they haven't got it, they need crushed material up here. My analogy right at the moment is throughout this whole trip thus far, and we're not too far up the road, Cold Foot is ahead the road here 40 miles, 44 miles something like that. The same problem exists. If you continue to take and scoop up the sides with the crushed rock, and put it on top of the road, trucks come by and spread it back out, so the road is getting wider, but in some instances are getting narrower because they're picking up off the sides of the road and throwing it back on. Other areas it's spreading it totally clear off. I see tailings running off the side of this road that you wouldn't even believe, and it's all big rock. They're 5 inch, 8 inch, 10 inch rock. And it's round, it's pit run gravel. We need crushed material on this road if we're going to maintain it. If we're not, it appears we're not going to spend the money and this is the main thing again, the number of people working that are on the road, working 7½ hours a day, driving to and from, not the right kind of equipment in many cases, and not enough of it in most cases. And people, experienced road building people. This road that was graded (GAP) standing in it. It looks like the grader hasn't touched it in a week. It's 10 minutes to 6:00. We're crossing the bridge over the (Tape went garbled)

Tape 2 - Side A

It's now 7:15 on Wednesday morning. We pulled off the road side of the road about 12:30, 1:00, and slept 'til 6:30. We stopped at Camp 4, picked up some fresh coffee, we're back on the road again. The road is dry, very dusty, washboardy. Clouds overcast, lots of blue sky, looks like it's getting better to the north. Temperature about 50 degrees, I would suppose, brisk wind. Looking over on the left side is Galbraith Lake, and then the Galbraith Airport is very large, long runway, and we're going by that now. Off to the left, is Toolik. Climbing up a hill, the road is still chuckholey, dry, hard. We're down to big rock. No fines on the top of it. It is just a hard, hard driving road. We just entered another road district. It looks like there's been some graders out here, but I don't know, it's been quite a while.

This road right now is, again, it's down to the cobbler size. Some of these holes in here, they run for a 25, 35 foot stretch, the holes in there are around 6 inches deep. It's one big washboard. There hasn't been a blade on this in a long time, the blades never got up here 'til the 17th of the month. I don't see any indication that they've done any work on the road here, in quite a little while.

We're 10 miles south of Pump 3 on the road and there's a crew of workmen working on road, putting some kind of topping on it. They're not working on the road, they're making some fill. This is Alyeska, this is not the state. We're proceeding very slowly through this particular area. Got a grader out working, picking some stuff up, putting it on the road, taking it back off. As I look down through the road I see the pipeline just wandering around. We're in the flat country now to a certain extent, we coming into the rolling hills. The trail of dust that the trucks are making of this road, is one big ribbon of dust. The road is still bad. I see big rocks sticking up through it, sharp rocks, big rocks, sometimes 12 inches in diameter. It's just a bad road.

This is Sag and that's the first grader I've seen on the road. Really all he's doing right here is moving the big rock around. Another piece of equipment working on the road. I can see Sag camp from here. They don't range too far out of this camp evidently. As he's come up through here I don't see very much movement of the material except for big rocks. There's fines here, but he's not doing the fines at all. He's got a very light scrape on it taking off the large rock. He was going south. I'm looking at another grader going north, at least, I think he's going north, he's

stopped for a minute. The grader that's going south. He is going south instead of north. There's two of them south. I don't see too much headway on the road. I don't know what he's here for because there's still a lot of rocks and he just made a pass over it. So, maybe I don't know enough about it but I see very little difference in the road we just came over except, some of the big rocks are gone. Right here in this area they got most of the big rocks gone but they've left ones that are 3 to 4 inch in diameter laying on the road, haven't done anything to the holes in it, there are still chuck holes all over the place. It's just a constant vibration, as I said before.

I'm talking with Bob Fisner, the foreman of the state job here. This is a new camp, and I see lots of construction going up here. We're going over to the cooks shack to see if we can have a cup of coffee, and try to talk about some of this stuff. You been up here about a year?

Fisner. No offence, but first of July of this year.

M. Oh, been here since the first of July.

Fisner. of '81

M. How many crew do you have here, what's your personnel.

Fisner. Six of us now.

M. Six. You got 2 graders?

Fisner 2 graders

M. Belly Dump? No, you don't have a belly dump, you got?

Fisner. 2 end dumps

M. 2 end dumps, you got two end dumps. You hauling pit run stuff?

Fisner. Yeah. No, We're hauling crushed.

M. Crushed, where's the crushed.

Fisner. Down there.

M. The crusher's down there.

Fisner. No, just a pile of it.

M. Oh, I see. Where did it come from?

Fisner. Alyeska left it for us.

M. Oh, I see. That's; you got nothing to put with it huh?
No binder?

Fisner. No, no binder

M. What is it d2, d1

Fisner. 2.

M. It's d2.

Fisner. Well, it's 3/4 minus which isn't too bad.

M. Nope, and there's no place you can get; What is your opinion about some of your problems with this road, anyway. Trying to keep the chuckholes out of it.

Fisner. The main problem is just the lack of top material to work.

M. You got enough personnel, enough equipment, or not?

Fisner. Yeah, we got enough personnel, enough equipment.

M. What about time?

Fisner. And time

M. How far out do you range.

Fisner. We got 72 miles, 50

M. So you drive those Champions back and forth or do you leave em out there.

Fisner. Leave 'em out, just today we're working right close, so they came in last night.

M. How far down the road will they go?

Fisner. They work south, 5 miles yesterday, than today they're skimming the rocks off of what they worked yesterday.

M. They're supposed to have gone 5 miles yesterday?

Fisner. Yeah, they did.

M. They did

Fisner. Yeah. They went up on top of the hill there, at 117.3.

M. How many hours a week do you work?

Fisner. 60 - all the operators and maintenance people. I worked 70.

M. So how come this camp goes 60 and the other camps go 37½?

Fisner. Well, we're kind of like an emergency situation here, we're short of crew, we're short of equipment,

M. You are short of crew and short of equipment.

Fisner. So we're just working that many extra hours to get things done.

M. Why here and not other camps, that's what got me puzzled?

Fisner. Oh, we're just starting out here.

M. Oh, I see.

Fisner. Brand new camp,

M. The road's better here than in places down below, and the camps are only allowed 37½ man hours, and by the time they drive the piece of equipment, they have an hour, hour and a half, there and then you get on that rig and you get to scrape around for move it around for an hour, hour and a half, then you got to start back home again.

Fisner. Well, here, the guys put the hours on the machine, and I go pick them up and they get there hours in.

M. You're a working foreman than.

Fisner. Yeah. I hope that changes.

M. What way would you like to see to make it more efficient.

Fisner. I'd like to see operators, where I could go about managing the thing, without doing half the work. Like mechanic's work, fueling, oiling, repairs.

M. How about the personnel that you have here, are they experienced people?

Fisner. Yeah. Pretty much. The people I do have without the experience are capable of learning and doing the work.

M. You go to Pump Station 2, which is how far up the road?

Fisner. 50 miles

M. Fifty miles, and you take another

Fisner. 20 miles the other way.

M. 20 miles south. So that's your responsibility on that And because it's new you've got operators and you've got equipment and you've got time. You've got plenty of time to do it, you can work 60 hours a week. Well that's a far cry from what I've been seeing up and down the road, ain't that true?

Check on the contract out of Camp 2, south for funding for 6 inches of gravel and binder hopefully it will get to Toolik. Check and find out what the status of that is. Private contractor, I don't know who's the contractor. Maybe Earthmovers. Earthmovers may have it. Check and find out what's happening and when they intend starting. The problem at this particular camp is it's a new camp, they're making a lot of progress. There's a lack of material. They have the equipment, they got a new loader, it's a 12 yard loader, or a 12 yard dump truck. They've got two 12 yards to cover 70 miles in this particular area here. The only problem we have again we go back to material. You've got to have binder on this road. You've got to have crushed rock, you've got to have d2 and binder. If you don't have that this road is going to continue to deteriorate. because you can't make any headway on it.

They're getting 60 hours a week at this particular camp, the first one I've seen. They're using a set of cutting edges, per grader, per day, and that's just working on boulders. You can't catch up to the ball game doing that, so this is something that's got to be looked at.

How many backslope blades are sitting along the road and not being used?

Fisner. 6

M. Why aren't they used in your opinion.

Fisner. Is this on tape?

M. Yes.

Fisner. I think the main opinion is that the men are only getting 37½ hours a week.

M. They can't; actually there isn't enough time to use them, that's what you're really saying because the state isn't allowing enough time to put 'em and and really work them, and get the job done. I guess that's probably the reason. So it isn't the foreman's fault, it's not the cabs fault, it's the higher' ups fault. I'd say if you're going to call it a fault. Maybe they hadn't thought about that or maybe the funding isn't there. Sure can't work if there ain't no funding.

Fisner. Quality operators will not work 37 hours a week in the bush.

M. Well you can't get the job done. There's no way you can get the job done.

Fisner. Yeah, you can get the job done in 37 hours a week.

M. How

Fisner. I can cover, in 8 hours, 12 miles of road. One blade and myself. Now if you've got 70 miles, in a duty station to cover, one man can cover 7 to 12 miles a day. In five days, that's right at 50 miles, if they've got two operators and two blades, that's 100 miles a week.

M. Makes sense. So now we're back

Fisner. So now we're back down to the man's only getting 37 hours a week. The operators working for Green, working for AIC, working for, working for ARCO,

M. Why the hell should they work 37 hours per week, that's what you're saying.

Fisner. That's why the road is in the shape it's in.

M. I gotcha Every duty station up the road there is a training program for heavyduty operators. So, I asked you a question a few minutes ago regarding experienced operators and so on. Does this mean that they're not experienced or that they're getting the experience OJT so to speak, except for the foremen?

Fisner. The people here are experienced enough to go on the road to do the job. You might say 95% of the job.

M. I see.

Fisner. It's just the final, finishing work.

M. Like crowning and like that?

Fisner. Yeah

M. Like drainage, and so forth.

Fisner. Yeah.

M. I see. 1974 graders at Sag maintenance are on loan from some of the other camps. From Fairbanks duty station, in addition to that, Bob's pick-up is also on loan, so they don't have any equipment of their own. This is an '81 pick-up. These Champion graders are not made for the maintenance of this road. You've got to have some 14/16 CAT's, Catapillar, I think you're getting some heavier equipment to do the kind of a job that needs to be done in this country. Now those Campions are probably good down on the fairly decent roads in the Fairbanks area where they've got plenty of nice soft material to work with, but you can't work it up here.

We're back on the road again. It's 9:30 in the morning. We've got 50 miles of the worst road. Right now it's starting out. The graders now, are just skimming off the top. They have nothing else to do but skim off the top and take the big rocks off. It makes for a very bad ride, and a very bad trip out of the whole thing. It's washboardy, we're bouncing very, very hard. I guess maybe I'm not looking for a big smooth ride, I don't think that's the purpose, of trying to get and to keep the road in that condition where you have a nice big road to skim right along at 50 miles per hour, or 45 miles and hour for that matter, it's not that at all. It's being able to keep the vehicles running in a moderate way, without shaking pieces off the truck, without shaking the body all to pieces. That's all they're looking for here, they're not looking for to dreamland so to speak.

You can't move dry ground, you can't move dry material. Water trucks are a very important factor. Each one of these stations should have a couple of water pumps. They're responsible for a reasonably short, I'll say 70 miles of road, somewhere in that area. To keep the road maintained, you can't let it go 3 or 4 days or a week at a lick. It's something that's got to be done. This equipment has got to stay on this road. Now, granted, we get a lot of rain, but by the same token, when it's dry, it's miserable, and you can't move anything. You still got to move it around, so water trucks are a very important factor for this road. Off to the left is Pump Station 2. On the road through this particular stretch is on the low scale of fair. Very bumpy again, but the big rocks are off it, which, but it's down to cobble too. Probably the big rocks, just big rocks buried in the; that's the surface of the road. It's like a cobblestone road that you very seldom see anymore. I guess in my time I've seen it. But this is the problem, the grader, there's

M. nothing to grade here. When you grade this, except for taking this, you scrape the big rocks of the top. If you dig down, the equipment, as I said before, isn't enough. As I said before, these Champions are not built for this road at all, we have to have some better equipment than this.

It's 10:00 and we just left Pump 3, checking for freight. The road remains the same, of course. It's quarter to 11:00. We just passed Happy Valley. It just seems that we've been on the road an eternity, like it will never end. The constant jarring, the constant movement, the constant vibration gets almost maddening on occasion. These trucker's have to have a different sense of wellbeing or something. You can't be emotionally disturbed to do this, I'll tell you.

We're coming over the last hill. It's now 20 minutes to 12:00. All I can see from here is flat land. From here on it's flat. We're going a long grade down. The road's pretty good right now as a matter of fact, it looks like we've got some crushed stuff on it. But it's about 3/4 minus maybe, or less. Looks pretty good, little bit washboardy, but a grader can take care of this stuff flat if they stay on top of it, but I haven't seen a road grader since we left this morning down at, since Pump 4. I'm now looking at Pump Station 2.

We're now coming out of the end of it, we've got a long way to go of course. It's all flat land except for one great big rolling hill, way, way off in the distance. The rest you can see forever. I think I'm looking at as much territory now as the whole state of Texas has got. I use that with a great deal of reverence. From Pump Station 2, it's the last run in about 55 miles to Prudhoe. We're making some pretty good time, but I figure another couple of hours anyway. Got some freight to unload. This road seems to be, it isn't quite, the depressions aren't quite as deep. It's still very, it's like standing on a vibrator belt. That's the way it feels all the time. I just passed Cathedral Bluffs on the right. It is now 25 minutes to 1:00. The road has smoothed out quite a bit. I think probably the reason it smoothed out is because I'm driving. Freddy was telling me that it was real rough road until he got over in the seat I've been riding in since Fairbanks, and he's changing his mind now. He's got a nice soft, easy cushion job here, it's air. You know, it's really, really nice. A fellow could drive this way for 8, 10 thousand miles..... I'm hearing all kinds of complaints over at the other end of the truck now that I'm driving. He's letting me drive this for about five miles of it, to get the feel of it so I can say at least I drove part of the Haul Road on a 22 wheeler.

M. The weather is overcast with a little bit of blue sky showing through. The temperature is about 57, I'd say something like that. The road; I just passed a grader, a state grader, and it looks pretty good. At least the vibration has gone, it's just a little bumpy but not very much. I could call this pretty close to a secondary road.

Austin. This is hard to picture, but that chubby representative is now driving this 22 wheeler on the North road.

M. Well, I guess this is the life of a trucker. I'm practically within sight of Prudhoe Bay, and all of a sudden the engine went on down, and just quit. We can't get any fuel to the engine and here we are. We're on the side of the road taking pipes off, and taking hoses off, and reconnecting fuel filters. Another truck is stopped here trying to figure out what's wrong. We have no power, no idea how long we'll be here.

Well we're still sitting here. It's now 5 minutes to 3:00. and it looks like a fuel pump. We can't change it here, we can't get at it and so on and so a truck coming by right now and they're going to tow us into Prudhoe, we're only a few miles out. It won't take very long. I'm catching the 9:30 plane out of here, I guess, I hope.

There's a terrible injustice that I'm going through here, watching the very most undignified manner for the King of the Road, that I've been listening to for two days, to come in the top home port into Prudhoe Bay. Very little class, being towed in back of a concrete truck, There's very little air in the system, steering hard, and he's telling me what a glorious trip this has been. I would have a few words about it. I can see Deadhorse now, we should be there in another three miles, two miles anyway. I guess he's going to park the truck here and fly back tonight. We'll probably catch to 9:00 something plane. All in all it's been a very interesting trip, its been a tough rough trip, and an extremely dirty trip.

Let me repeat just a few things. It would appear to me, after considerable though someone ought to be looking at the possiblity of getting some crushers up here, something to crush up the river rock and make it into d-2, with some binder, and position them along the highway, 4 or 5 places max. then they'll have something to work with. To do anything short of that, in my opinion, is a waste of a great deal of money. And is still not getting this road

unless that's done, we're going to lose this road due to the fact we're down to the cobbles. You got to update it, the trucks can't run on it. Then again, I wonder if maybe it's

M. the intent of some people not to have this road open, I think it would be a shame to break off this sign of communication and transportation to this state. We're going to need it again. I think it's mandatory to keep it up to a secondary road, I've only seen one piece of road, one short piece, that I could call a secondary road.

I've seen all kinds of, hundreds of caribou right along side of the lake here on both sides. We're almost into Deadhorse now. There are literally hundreds of caribou, hell, there within 50 to 100 feet of me, just hundreds of them, not even paying any attention to us going down the road. They're lined up along the lake there. We must have gone a mile and there are still hundreds of them, and they stretch as far as I can see. I sure can't see how the pipeline is disturbing these caribou. They're so upset they're lying down and sleeping in the middle of the road practically.

This is what I've been looking for, for the past two days now. It's quite a little sight to see, this is the end of the road.

Alaska State Legislature

House of Representatives



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FOR IMMEDIATE RELEASE
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1/10/82

CATO INTRODUCES BILL TO REORGANIZE DEPARTMENT OF TRANSPORTATION

A SEVEN BILL PACKAGE WILL BE INTRODUCED MONDAY IN THE STATE HOUSE OF REPRESENTATIVES BY TRANSPORTATION COMMITTEE CHAIRMAN BETTE CATO (D-VALDEZ) WHICH WOULD RESTRUCTURE THE DEPARTMENT OF TRANSPORTATION /PUBLIC FACILITIES.

CATO SAID, "THE DEPARTMENT HAS BECOME SO LARGE THAT IT IS INEFFICIENT. THE NEW PLAN WOULD MAKE THE D.O.T. MORE RESPONSIVE IN GETTING PROJECTS TO THE CONSTRUCTION PHASE."

CATO ADDED, "THERE ARE STILL PROJECTS WHICH WERE APPROVED TEN TO FIFTEEN YEARS AGO WHICH ARE NOT YET UNDER CONSTRUCTION. BECAUSE ALL D.O.T. PROJECTS MUST BE APPROVED ONLY IN JUNEAU BY THE MAIN OFFICE, THE DEPARTMENT HAS BECOME UNRESPONSIVE TO ALASKA'S NEEDS."

LEADING THE BILL PACKAGE IS A PROPOSAL TO CREATE FIVE REGIONAL DEPARTMENTS WITHIN THE STATE EACH TO BE HEADED BY A REGIONAL DIRECTOR WITH REGIONAL AUTHORITY. THE DIRECTORS WOULD BE RESPONSIBLE FOR PLANNING, ORGANIZATION AND CONSTRUCTION OF PROJECTS WITHIN THAT REGION.

CATO SAID, "THIS APPROACH WILL RESULT IN PROJECTS BEING BUILT IN A QUICKER FASHION WITH BETTER RESPONSE TO REGIONAL NEEDS. NO LONGER WILL THE PROJECTS GET BOGGED DOWN IN JUNEAU WHERE, AT TIMES, OVER ONE HUNDRED

SIGNATURES ARE NEEDED THROUGH PROJECT COMPLETION."

ANOTHER BILL WOULD TRANSFER CERTAIN FUNCTIONS OF D.O.T/P.F. TO THE DEPARTMENT OF ADMINISTRATION AND, IN EFFECT, SEPARATE JURISDICTION OF TRANSPORTATION PROJECTS FROM PUBLIC FACILITY PROJECTS.

A BOARD OF TRANSPORTATION AND PUBLIC FACILITIES WOULD HEAD THE DEPARTMENT. THE BOARD WOULD APPOINT A COMMISSIONER TO BE APPROVED BY THE GOVERNOR. THE BOARD WOULD RECOMMEND POLICIES TO BE ADOPTED BY THE LEGISLATURE AND WOULD ALSO BE CHARGED WITH PREPARATION OF THE SIX YEAR TRANSPORTATION PLAN FOR THE STATE.

UNDER THE LEGISLATION, THE FISCAL YEAR WOULD ALSO BE CHANGED TO BEGIN ON OCTOBER FIRST EACH YEAR.

CATO SAID, "THE CHANGE WILL ALLOW CONSTRUCTION AND MAINTENANCE PROJECTS TO PROCEED WITHOUT FEAR OF A LACK OF MONEY AT A CRITICAL TIME."

ANOTHER BILL WOULD ESTABLISH AN ALASKA MARINE HIGHWAY AUTHORITY INDEPENDENT OF STATE GOVERNMENT. THE AUTHORITY WOULD OVERSEE OPERATION, MANAGEMENT, PLANNING AND CONSTRUCTION OF FACILITIES IN THE MARINE HIGHWAY SYSTEM.

OTHER LEGISLATION WOULD ALLOW MUNICIPALITIES AND BOROUGHES TO DECIDE WHETHER TO ASSUME LOCAL CONTROL OF STATE HIGHWAY MAINTENANCE.

THE PROPOSED REORGANIZATION PLAN FOLLOWS EXTENSIVE INTERIM WORK BY THE TRANSPORTATION COMMITTEE WHICH WAS ESTABLISHED LAST YEAR. CHAIRMAN CATO HAS MADE NUMEROUS TRIPS ON THE TRANSPORTATION SYSTEMS IN ALASKA GATHERING FIRST HAND INFORMATION ABOUT PROJECTS WHICH ARE NEEDED OR WHICH HAVE NOT BEEN COMPLETED.

THE INTRODUCTION OF LEGISLATION ALSO FOLLOWS A RECENT REPORT FROM

THE GOVERNOR'S DIVISION OF INTERNAL AUDIT WHICH SHOWED A NEED FOR IMPROVEMENTS IN THE DEPARTMENT'S MANAGEMENT SYSTEM AND ESTABLISHMENT OF STANDARD OPERATING PROCEDURES.

CATO'S COMMITTEE ALSO COMMISSIONED A FORTY THOUSAND DOLLAR CONSULTANT STUDY DURING THE INTERIM WHICH CONFIRMED THE NEED FOR MAJOR RESTRUCTURING OF THE DEPARTMENT.

CATO NOTES, "RIGHT NOW THE STATE IS PLAYING CATCH-UP ON NUMEROUS PROJECTS WHICH SHOULD HAVE BEGUN TWENTY YEARS AGO. THE NEW APPROACH SHOULD MOVE PROJECTS THROUGH THE PROCESS QUICKER, ADDRESS THE NEEDS OF ALASKANS ON A MORE LOCAL BASIS AND IMPROVE ACCOUNTABILITY OF THE DEPARTMENT."

HOUSE SPEAKER JOE HAYES, WHO SERVED ON THE TRANSPORTATION COMMITTEE LAST SESSION, HAS ENDORSED THE REORGANIZATION PLAN AS A POSITIVE STEP AND ONE WHICH SHOULD PROVE A BENEFIT TO ALL ALASKANS.

Lawmaker seeks transportation changes

by Bill White
Times Juneau Bureau

Juneau — A plan to decentralize the state transportation department and strip it of some of its power has been proposed by Rep. Bette Cato.

The Valdez Democrat, chairwoman of the Transportation Committee created last year, said. "The department has become so large

that it is inefficient. The new plan would make (it) more responsive in getting projects to the construction phase.

Research by her staff over the past year showed that since July 1974 the Department of Transportation and Public Facilities was appropriated an average of nearly \$600 million each year but spent an aver-

age of less than \$300 million a year.

"There are still projects which were approved 10 to 15 years ago which are not yet under construction. Because all DOT projects must be approved only in Juneau by the main office, the department has become unresponsive to Alaska's needs," Cato charged.

Her seven-bill package to be introduced Monday includes a proposal to create five regional departments headed by separate directors and authorities. The directors would be responsible for all planning, organization and construction projects with their regions.

That plan, if approved, would return the "district engineer" concept that was abolished when the department was restructured in 1977.

The decentralization proposal isn't a new idea. Several years ago the department set up offices of its design and construction unit in Anchorage, Fairbanks and Juneau. And last February, Lt. Gov. Terry Miller in a memo to the governor recommended the regional manager system be reinstated.

The governor also is expected to make extensive transportation recommendations this year. But it's unclear whether his program will con-

flict with Cato's.

Cato said her plan would meet regional needs better and faster.

"No longer will projects get bogged down in Juneau where, at times, over 100 signatures are needed through project completion," she said.

Among her other proposals are bills to:

- Put public facility projects under the Department of Administration.

- Create a Board of Transportation and Public Facilities to head the department. The board would appoint a commissioner to be approved by the governor.

- Change the fiscal year to start in October. "The change will allow construction and maintenance projects to proceed without fear of a lack of money at a critical time."

- Set up an Alaska Marine Highway Authority.

- Let local governments decide whether to take control of state highway maintenance.

House Speaker Joe Hayes, R-Anchorage, who served on the Transportation Committee last year, endorsed Cato's reorganization proposals.

Alaska State Legislature

House of Representatives



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Committee on Transportation

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FIRST REPORT OF THE HOUSE TRANSPORTATION INTERIM COMMITTEE September 15, 1981

At the end of the Legislative Session, the committee had several bills remaining in committee. The interim was to be devoted to investigating questions that were raised by the newly formed standing Transportation Committee.

The first part of the interim, the Committee has worked to set up the office and acquire information about various aspects of transportation in the state. It seems that for any given issue, there is a wealth of information that, while not always current, is valuable for insight into the problem. Often at great cost, a thorough investigation has been performed and what is needed may be an update on a given issue and not a complete "study".

One of the tasks that the committee is undertaking, is to accumulate these studies and prepare a catalog of materials that are available for use by the legislature and other interested parties. The state administrative agencies are mandated to do this of reports that they generate, but in reality, this is not done. Perhaps this is an area that should be addressed during the next legislative session.

The long range goal of the House Transportation Committee has been to work towards developing a state-wide multi-modal plan for transportation infrastructure in the state of Alaska. The early part of the interim has been devoted in part to that goal. This report will be written in chronological order to show the progress of the committee. In addition, at the end of this report, there is a budget breakdown for expenditures to the end of August.

The interim office is staffed by Steve Soenksen, Administrative Assistant and by Sharon Tyone, Secretary, who is also researching Marine Highway and other issues. All projects are at the direction of Rep. Bette Cato, Chairman, House Transportation Committee.

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FIRST REPORT OF THE HOUSE
TRANSPORTATION INTERIM COMMITTEE

The interim office was established in Valdez, Alaska and began operations on July 1, 1981. Much time was spent reworking the files to establish familiarity with the materials on hand and to find areas that more information was needed. It is a project to place an index of all of the materials on hand on data base and have a catalog of materials available for anyone interested in background material on a certain project or area. This would give a file system that would be state-wide in scope for reference.

Shortly after the opening of the office, Rep. Mitch Abood, Vice-chairman of the committee, traveled on the Dalton Highway to have a first hand account of the conditions there. A copy of a transcript of that trip is available in the interim office and will be included in the final report.

Committee Aide Steve Soenksen was sent on a research trip to investigate several areas of concern and also to find information to apply to the long range goal of the committee.

The trip began with a drive up the Richardson highway to observe some of the conditions that exist with maintenance and also new construction on the highway.

There was a tour of the Delta Agricultural Project. A full account of the tour was made and also a slide presentation of the various aspects of the project was made. This presentation was made to the committee at the committee meeting held in Anchorage August 31, September 1.

Contact was made with representatives of the Federal Government Agricultural Commodity Insurance Program Representatives that were also on the tour of the project. They were impressed with the project but voiced concerns about transportation and marketing of the product. They commented that a rail link with Valdez would be desired in terms of future development of agricultural to handle the volume that could be expected within the next ten years. The rail link would also stimulate other developments in the area to compliment agricultural development.

The committee is interested in the relation between resource development and transportation and much of the information finding on this trip was devoted to this end. The Transportation Committee and the Resources Committee should work together to identify transportation corridors and other commonalities. (It was later found that much of this work has been done by the old Joint Federal-State Land use Planning Commission.)

Under direction of the Chairman Bette Cato, work was to be conducted to find the possibility of developing maps with overlays that show various resources and transportation corridors. This is an ongoing project throughout the interim. Much information has been collected to date.