

ALASKA LEGISLATURE COMMITTEE FILES 1983-1984 86/2

3204 ST SCR 17 - HB 154

Seward Highway Rehab (Scope)

Basic "A": Hot plant mix pavement overlay (1 1/2 inches) on the north and southbound lanes of the Seward Highway between Fourth Avenue and the Potter Weigh Station. \$3,700,000

Basis "B": Hot Plant mix pavement overlay (1 1/2 inches) on the Seward Highway between Bird Point and Ingram Creek. 2,600,000

This work includes preleveling, thermoplastic pavement markings and new loop detectors as required. The estimated construction cost, including a percentage for construction administration and contingencies is \$7,900,000.

I would also propose to include the following work as funding permits.

1. Hightower Lighting Guardrail. Provide additional guardrail protection at five locations on the new construction. 60,000
2. Tudor Road Interchange Frost Heave. Repair subgrade failure under the Tudor Road Structure, and reinstall guardrail. 20,000
3. Continuous Lighting. Provide continuous lighting from Tudor Interchange to the first signalized intersection at 36th Avenue. 90,000
4. Raised Pavement Markers. Install plowable, reflectorized markers north of Tudor Road on all curves of 2 degrees or greater. 85,000
5. Sign Panel Replacement. Upgrade existing signing with new high intensity reflective sheeting. 41,000
6. Flooding/Icing at 36th Avenue. At M&O's request, install 700 L.F. of new storm drain. 65,000
7. Rubberized Asphalt. Overlay the northbound lanes with rubberized asphalt pavement from Tudor Road to Benson Blvd. One disadvantage with this product is that thermoplastic markings will not bind to the asphalt, and paint must be used. This should be offset by the benefits of the pavement, together with the continuous lighting (Item 3) and the raised markers (Item 4). 150,000
8. Turn Lanes at DeArmoun and Rabbit Creek Roads. Since interchange construction is several years away (1987), widen for additional turning lanes. 35,000

The estimated total of this work is \$700,000.00.

One item of note is that the section of roadway between Bird Point and the North Girdwood Railroad Crossing is substandard (scheduled for reconstruction in 1987), and we interpret the scope of work here to be a pavement overlay of the existing roadway with no width, geometric, or guardrail modifications.

P.02

APR. 07 '83 08:35 STATE OF ALASKA DOT ANCHORAGE AK

Project Title Seward Hwy Rehab Urban		Type T	Location Anchorage		Agency ID # C841W004	Elect Dist 7	Start Date 7-83	Complete Date 6/84	
Cash Flow		Operating Impact		First Op. Yr.	Ult. Annual Yr.	Funding Information Agency FY 84		Funding Information Gov. FY FY FY	
FY84	9,500.0	Funding Source	Fed. Rec.			1002	Fed. Rec.		
FY			Gen. Fund			1004	Gen. Fund	9,500.0	
FY			Other				G.O. Bonds		
FY									
FY			Total	N/A	N/A		Total	9,500.0	
FY		Positions (FTE)				Priority:	Prior Year	Agency 84-4	Coverage
TOTAL	9,500.0								
Special Features	One of Several Phases <input type="checkbox"/>	External Funding Source <input type="checkbox"/>	Funds to Enact Completion	Contingent Upon Other Projects <input type="checkbox"/>	Site Owned? YES	Utilities Available? N/A	Access Available? N/A		

Project Description:
Project is in House Districts 7,8,9,10 and 12. Pavement resurfacing from 4th Ave. to vicinity of Potter and from vicinity of Bird Creek South. Based on pavement material investigation conducted during preliminary engineering phase the facility will be resurfaced by appropriate method i.e. grading, overlay, etc.

Average Daily Traffic:

1981 ADT	38,600	South of Benson
2005 ADT	12,560	Potter
1998 ADT	81,100	South of Benson

Project Justifications:

Project Need:
Existing pavement exhibits patching, cracking and other symptoms of wear and deterioration. Resurfacing is required to bring roadway back to its original condition.

Documentation of Estimated Capital Cost:
The cost estimate was supplied by Division of Highway Design & Construction and inflated at a rate of 10% annually.

Analysis of Estimated Operating Expense:
This project is expected not to increase maintenance efforts, and it should offer a significant improvement in service and safety.

Alternatives Considered:
Delay or do nothing -- These were rejected because as the roadway continues to deteriorate maintenance costs would increase as serviceability and safety decreased.

PROPOSED PROJECT
Seward Hwy Rehab Urban

CATEGORY Transportation

AGENCY DOT/PF

PROGRAM Central Highways

PROPOSED FUNDING YEAR FY 84

Page 1 of 2

Revised Date

FY 84



Alaska State Legislature

Senate

April 25, 1983

OFFICIAL BUSINESS

CHAIRMAN
RULES COMMITTEE

JAN FAIKS
POUCH V
CAPITOL BUILDING
JUNEAU, ALASKA 99811

TO: Senator Pappy Moss

FROM: Senator Jan Faiks

RE: SB 238 and SCR 17

As you know, I am the prime sponsor of the above bill and resolution which will be before the Transportation Committee on April 26th. I wanted to explain to you why this legislation is so important.

The New Seward Highway is probably the most traveled highway in the state. It is used in the summertime by those going down to the Kenai Peninsula for fishing, boating and other recreation. In the wintertime it is used by skiers going to Alyeska. The highway is used daily by commuters going to work in downtown Anchorage. The road has been repaired many times and is replete with fill holes. The fill holes have buckled and cracked. The frost heaves have also caused the highway to crack. The cold and freezing temperatures are more destructive to this road than to most due to the constant high speed traffic. In the long run the state will save money by resurfacing this road now before it becomes worse.

Lower Huffman is a state road in South Anchorage that is extremely narrow. There are no shoulders and nowhere for pedestrians to walk. The edge of the road drops off very sharply. There are a lot of children using the road enroute to the Huffman-Leslie Elementary School. It is a very dangerous place for children to be walking. The road needs to be regraded and realigned. Your car literally bounces up and down traveling the road because of all the little bumps. There are cracks all over the road from the freezing weather. DOT/PF has no improvements planned for the road through 1987. The road cannot wait this long for these repairs. I would like to request that the Department place this road as one of their priorities as they plan for the next couple of years.

STATE OF ALASKA
FISCAL NOTE

I. REQUEST

Bill/Resolution No.: SB 238
 Title: Spec App DOT&PF...impr...Seward Hwy
 Sponsor: Senator Faiks
 Requestor: Senate Transportation

II. FISCAL DETAIL

Agency Affected: _____
 Program Category Affected: _____
 BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						
CAPITAL		4,750,000	4,750,000			
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

II. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: William R. Snell
 Division: Planning & Programming
 Approved by Commissioner: David W. Haugen
 Department: Deputy Commissioner, Central Region

Phone: 266-1462
 Date: 4/18/83
 Date: 4/20/83

Distribution:

- Original to Legislative Finance
- Copy to Office of Management and Budget (for Legislature introduced bills)
- Copy to Department (for Governor introduced bills)
- Copy to Sponsor
- Copy to Requestor (if different from Sponsor)

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PROPOSED PROJECT
 Seward Hwy Rehab Urban

CATEGORY Transportation
 AGENCY DOT/PF
 PROGRAM Central Highways
 PROPOSED FUNDING YEAR FY 84

Page 1 of 2
 Revised Date

FY 84

SCR

20

December 2, 1983

Mr. Peter McDowell, Director
Office of Budget and Management
Pouch A
Juneau, Alaska 99811

Dear Mr. McDowell:

The Glen Alps Board of Supervisors has been working with Senator Jan Faiks on a project aimed at upgrading Upper DeArmoun Road, located on the upper Hillside within the Glen Alps Service area - a district that covers over ten miles of roads. Major upgrading of Upper DeArmoun from Hillside Drive to View Heights Drive, a one-mile stretch, has been established as the Glen Alps Board of Supervisor's number one capital improvement priority for 1984. Senator Faiks requested that we write you regarding this project.

This one-mile section has a very poor roadbed in addition to an inadequate drainage system. During the winter season, severe glaciation frequently develops along this route, causing considerable problems not only for residential traffic, but emergency vehicle and school bus traffic as well.

A rapid increase in residential traffic has developed in the area due to new home construction. Upper DeArmoun also handles a great deal of traffic heading directly to Chugach State Park. This route provides direct access to the Rabbit Creek Valley area of the park in which Rabbit Lake is situated.

At certain times of the year, park traffic exceeds residential traffic in this area. As a result, the road deteriorates faster and residents must bear the burden of additional road maintenance.

The most effective use of capital improvement funds would be for upgrading the roadbed as opposed to piece-meal capital improvement of a sub-standard road base. The existing roadbed is of extremely poor quality and the situation will only grow worse with increasing use of this route by park visitors and additional residential traffic in years to come.

According to municipal officials, approximately \$875,000 would be necessary for the complete re-building of Upper DeArmoun and the elimination of severe glaciation problems. This figure does not include paving.

Although many residents prefer pavement, many would be satisfied with an upgrade to a high standard gravel surface.

We believe upgrading of this road is long overdue. Other Hillside roads providing access to the park have been paved. Several years ago Upper O'Malley was paved, two years ago Upper Ruffman was upgraded and paved. The time has now come for upgrading of this route.

The Glen Alps Board of Supervisors urges the Municipality and State to act in such a manner that would expedite upgrading of Upper DeArmoun.

The Board of Supervisors decided Upgrading of Upper DeArmoun is more important at this time than upgrading of other roads in the area due to the reasons explained above. Perhaps the most extensive long-term project in the service area will be the complete or partial relocation of the road to Upper Glen Alps, Toilsome Hill Drive. Park traffic on this road is extremely heavy and sections of this route are very steep and narrow.

Although no major work is expected on any relocation project for several years, our Board believes that various route alternatives should be addressed soon. We understand that Chugach State Park has been working on route alternatives, but the overall picture is clouded by right-of-way problems.

The relocation of this road could be one of the most extensive road projects undertaken on the Hillside since the upgrading of Rabbit Creek Road.

In the meantime, Upper DeArmoun is our most pressing needs. The first one-mile section targeted for upgrading has the highest residential traffic of any road in the service area. Traffic will continue to increase as new houses are built and an increasing amount of Anchorage residents use the park for summer and winter recreational purposes.

The Glen Alps Board of Supervisors held a meeting in mid-October at the O'Malley Elementary School for residents of the service area to discuss road improvements in the area. Those in attendance were unanimously in favor of upgrading Upper DeArmoun. All but one person present favored paving. However, everyone said they would be satisfied with a major upgrading to a high standard gravel surface.

In addition, residents of the Glen Alps service area spoke out in favor of the upgrading of Upper DeArmoun at the Municipality of Anchorage Capital Improvement Projects meeting for the Hillside at Service High School October 25. Written testimony was also submitted at this meeting.

Outside of the \$875,000 needed for improving Upper DeArmoun, additional funds are required for annual maintenance of other roads within the district. We have specific needs for improvements, too, such as additional fill, culverts and

and drainage work to Canyon Road and Toilsome Hill Drive. Such improvements include widening of certain steep and dangerous sections of these two roads and the installation of guard rails.

Please find enclosed a resolution adopted by the Board concerning our top priority and other information relating to upgrading of Upper DeArmour.

Sincerely,

Glen Alps Board of Supervisors

Judy Burtner, Chairman (345-1598)
SRA Box 2393 M
Anchorage, Ak. 99516

Brooks Wade (345-2282)
SRA Box 7381 R
Anchorage, Alaska 99516

Carl Portman (345-1807)
SRA Box 379 P
Anchorage, Alaska 99516

Bob Kean (345-2098)
SRA Box 382 V
Anchorage, Ak. 99516

Niel Thomas (345-1552)
SRA Box 2393 L
Anchorage, Ak. 99516

cc: Glen Alps board members, Senator Jan Faiks, Emil Notti, Lon Mesloh, Representatives John Cowdery and Sam Pestinger

Enclosures

Please Note: After January, send all correspondence to Brooks Wade or Carl Portman.

UPPER DEARMOUN UPGRADE ESTIMATES

Item #1	Cleaning/grubbing	\$ 3,000.00
Item #2	excavation of unusable materials	137,500.00
Item #3	Marify	26,000.00
Item #4	Classified fill	417,600.00
Item #5	18" CMP	16,000.00
Item #6	Leveling Course	71,200.00
	Subtotal	\$671,300.00
	Engineering & Consulting costs	\$203,700.00
	TOTAL ESTIMATE	\$875,000.00

Estimates were prepared by Lon Masloh of the Municipality of Anchorage.

Hillside Drive

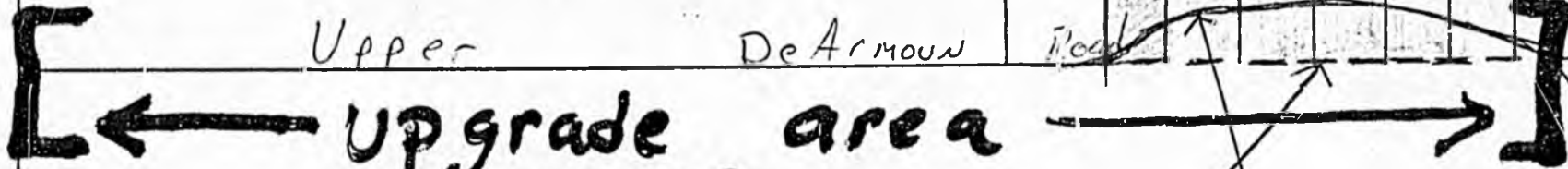
Jeanie Rd

Upper DeArmon Road

LOTS divided by existing Road

View Heights

Cannon Rd



Upgrade area
1-mile

Proper Road Easement - where new Road should go.

RESOLUTION
OF THE
GLEN ALPS BOARD OF SUPERVISORS

WHEREAS, Upper DeArmour Road is located within the Glen Alps Service Area, a district that covers over ten miles of roads on the upper Hillside.

WHEREAS, the first one-mile section of this road has a very poor roadbed in addition to an inadequate drainage system. During the winter season, severe glaciation frequently develops along this route, causing considerable problems not only for residential traffic, but emergency vehicle and school bus traffic as well.

WHEREAS, A rapid increase in residential traffic has developed in the area due to new home construction. Upper DeArmour also handles a great deal of traffic heading directly to Chugach State Park. This route provides direct access to the Rabbit Creek Valley area of the park in which Rabbit Lake is situated.

WHEREAS, at certain times of the year, park traffic exceeds residential traffic in this area. As a result, the road deteriorates faster and residents must bear the burden of additional road maintenance.

WHEREAS, the most effective use of capital improvement funds would be for upgrading the roadbed as opposed to piece-meal capital improvement of a sub-standard road base. The existing roadbed is of extremely poor quality and the situation will only grow worse with increasing use of this route by park visitors and additional residential traffic in years to come.

WHEREAS, upgrading of this road is long overdue.

Other Hillside roads providing access to the park have been either paved or substantially upgraded. Several years ago Upper O'Malley was paved, two years ago Upper Huffman was upgraded and paved. The time has now come for upgrading of this route.

NOW THEREFORE BE IT RESOLVED, that major upgrading of Upper DeArmoun Road from Hillside Drive to View Heights Drive, a one-mile stretch, has been established as the Glen Alps Board of Supervisor's number one capital improvement priority for 1984. Such upgrading need not include paving.

BE IT FURTHER RESOLVED THAT the Municipality of Anchorage and the State of Alaska establish this route on the priority list for Hillside road improvements.

AND BE IT FURTHER RESOLVED THAT the Glen Alps Board of Supervisors urge the Municipality and State to act in such a manner that would expedite upgrading of Upper DeArmoun.

Dated: December 21, 1983

By Glen Alps Board of Supervisors

Judy Burtner

Judy Burtner,
Chairman

Glen Alps Service Area

Overview

The Glen Alps Service Area covers over ten miles of roads on the upper Hillside. The service area is divided into three main districts, Upper Glen Alps, Central and Canyon.

Upper Glen Alps is the Hillside's highest housing subdivision area at an elevation of approximately 2,400 feet. The area is situated at the base of Flattop Mountain and is above timberline. Access is provided by Toilsome Hill Road which branches off Upper Huffman. This steep gravel road extends 2.7 miles beyond the pavement of Upper Huffman to Chugach State Park and the housing area one-quarter mile beyond the park entrance. Winter is usually two months longer in this area and high winds cause special winter maintenance problems. Average snowfall is double that of Anchorage.

The Central district covers Jeannie, Michael and Ginami Roads as well as Spendlove Drive and View Heights Drive. These streets, with the exception of View Heights, are situated between Upper Huffman and Upper DeArmoun. Jeannie Road is the major route connecting Upper Huffman and Upper DeArmoun at a point three-quarters of a mile above Hillside Drive. Upper DeArmoun, east of Jeannie, is within the Central district. The three-quarter mile section of Upper DeArmoun west of Jeannie is likely to be annex into the Central district next month.

The Canyon district covers Canyon Road, an extension of Upper DeArmoun. This road leads deep into Rabbit Creek Valley and much of this route rises above timberline. High winds and heavy snow also cause special problems in the Canyon area.

The Glen Alps Service Area handles a great deal of park traffic. Two Chugach State Park access routes are in this area. Both Toilsome Hill Drive and Upper DeArmoun-Canyon Road provide direct access to the park. However, park officials do not recognize Upper DeArmoun-Canyon Road as a designated entrance, despite the ever-increasing use of this road for access into the Rabbit Creek Valley area of the park.

Frequently, park traffic far exceeds residential traffic in these areas. As a result, the roads deteriorate faster and residents must bear the burden of additional road maintenance.

Maintenance

Our general maintenance includes a contractor's budget and an intergovernmental budget. The contractor is Edmund Schuster of Upper Glen Alps. His contract has been extended to October 1, 1984. Originally the contractor was responsible for only snow removal, but now his duties have been expanded to include sanding, grading and thawing.

This summer some long-needed repairs were accomplished on some of our roads through a \$50,000 state grant. Improvements basically consisted of replacing several culverts, other drainage improvements, additional gravel fill in low spots and improvement of Toilsome Hill Road near a dangerous switchback.

FUTURE IMPROVEMENTS

Major upgrading of Upper DeArmoun from Hillside Drive to View Heights Drive is our top priority for next year. This one-mile section of road has a very poor roadbed in addition to an inadequate drainage system. During the winter season, severe glaciation frequently develops along this route. Any major upgrading would first begin with the replacement of the original roadbed and the construction of drainage ditches.

^{to} \$75,000 According to Municipal officials and the contractor, a ~~\$500,000~~ appropriation would be necessary for the complete re-building of Upper DeArmoun and the elimination of severe glaciation problems. The board believes a major improvement of Upper DeArmoun is long overdue as traffic along this route is rapidly increasing due to new housing in the area and the increase use of this road for access to Chugach State Park.

Perhaps the most extensive long-term project in the service area will be the complete or partial relocation of the road to Upper Glen Alps. As mentioned earlier in this report, the only access to the Upper Glen Alps entrance of Chugach State Park is Toilsome Hill Road. Park traffic on this road is extremely heavy and the parking lot at the Chugach entrance often overfills with over two hundred cars. The road is extremely narrow and steep and accidents are frequent during the winter months.

Although no major work is expected on any relocation project for several years, our Board believes that various

route alternatives should be addressed soon. The relocation of this road could be one of the most extensive road projects undertaken on the Hillside since the upgrading of Rabbit creek Road.

Our Board has found the Municipal Street Maintenance Division helpful and responsive to our special road needs. We appreciate their assistance and willingness to work with us on various problems.

Glen Alps Board of Supervisors

Upper DeArmoun Upgrading
-Glen Alps Service Area-

Testimony Presented to
Municipality of Anchorage
Capital Improvement Projects Meeting
Service High School

October 25, 1983

The Glen Alps Board of Supervisors request that Upper DeArmoun Road be included on the Municipality of Anchorage priority list for Hillside road improvements.

Upper DeArmoun is located within the Glen Alps Service Area, a district that covers over ten miles of roads on the upper Hillside. Major upgrading of Upper DeArmoun from Hillside Drive to View Heights Drive, a one-mile stretch, has been established as the Glen Alps Board of Supervisor's number one capital improvement priority for 1984.

This one-mile section has a very poor roadbed in addition to an inadequate drainage system. During the winter season, severe glaciation frequently develops along this route, causing considerable problems not only for residential traffic, but emergency vehicle and school bus traffic as well.

A rapid increase in residential traffic has developed in the area due to new home construction. Upper DeArmoun also handles a great deal of traffic heading directly to Chugach State Park. This route provides direct access to the Rabbit Creek Valley area of the park in which Rabbit Lake is situated.

At certain times of the year, park traffic exceeds residential traffic in this area. As a result, the road deteriorates faster and residents must bear the burden of additional road maintenance.

The most effective use of capital improvement funds would be for upgrading the roadbed as opposed to piece-meal capital improvement of a sub-standard road base. The existing roadbed is of extremely poor quality and the situation will only grow worse with increasing use of this route by park visitors and additional residential traffic in years to come.

According to Department of Transportation officials, approximately \$850,000 would be necessary for the complete re-building of Upper DeArmoun and the elimination of severe glaciation problems. This figure does not include paving. Although many residents prefer pavement, many would be satisfied with an upgrade to a high standard gravel surface.

We believe upgrading of this road is long overdue. Other Hillside roads providing access to the park have been paved. Several years ago Upper O'Malley was paved, two years ago Upper Huffman was upgraded and paved. The time has now come for upgrading of this route.

The Glen Alps Board of Supervisors urge the Municipality to act in such a manner that would expedite upgrading of Upper DeArmoun.

Thank you.

Upper DeArmoun Upgrading Estimate

Item #1	Cleaning/grubbing	\$ 3,000.00
Item #2	excavation of unusable materials	137,500.00
Item #3	Marify	26,000.00
Item #4	Classified Fill	417,600.00
Item #5	18" CMP	16,000.00
Item #6	Leveling Course	71,200.00
	Subtotal	<u>\$671,300.00</u>
	Engineering & Consulting costs	\$203,700.00
	TOTAL ESTIMATE	\$875,000.00

Estimates were prepared by Len Meslow of the Municipality of Anchorage.

Glen Alps contacts: Judy Burtner, 345-1598, Robert Kean, 349-6431, Carl Portman, 345-1807. *Brook Wade*

SCR

27

Introduced: 5/13/83
Referred: Transportation

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE
2 SENATE CONCURRENT RESOLUTION NO. 27 am
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - FIRST SESSION

5 Relating to the designation of three
6 sites for the application of high float
7 emulsion asphalt.

8 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 WHEREAS a substantial portion of the state's money is spent on the
10 rehabilitation and rebuilding of our highways; and

11 WHEREAS the present road building techniques are ~~extremely~~ ^{expensive} expensive
12 and may not be the most cost effective method for northern climate high-
13 ways; and

14 WHEREAS the Yukon Territory Department of Highways and Transportation
15 has had success with a ~~less expensive and more durable surfacing~~ ^{surfacing} technique
16 known as high float emulsion asphalt; and

17 WHEREAS the climate and highway demands of Alaska are very similar to
18 the climate and highway demands of the Yukon Territory; and

19 WHEREAS there are highway surfaces in the Interior region, the ~~South-~~
20 central region, and the Southeast region that are in need of rehabilitation
21 and could therefore be designated as test sites for an alternate surfacing
22 technique;

23 BE IT RESOLVED by the Alaska State Legislature that the governor is
24 respectfully requested to direct the commissioner of transportation and
25 public facilities to designate a representative site in each of the Interi-
26 or, the Southcentral and the Southeast regions to be used as a test appli-
27 cation site for high float emulsion asphalt; and be it

28 FURTHER RESOLVED that the Department of Transportation and Public
29 Facilities document the cost effectiveness of the test applications and

engineering & const. considerations and

① Progress
with

- 1 report its findings and recommendations to the governor and legislature
- 2 within 10 days of the convening of the 14th Alaska Legislature.

Alaska State Legislature

House of Representatives

Committee on Transportation

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

Rep. Bette Cato, Chairman



Tuesday, June 21, 1983

AMENDMENTS TO SCR 27 am

- P. 1, line 11: delete the word "extremely"
- P. 1, line 15: delete the words "less expensive and more durable"
- P. 1, line 19: delete the word "South-"
- P. 1, line 29: add after the word document " engineering and construction considerations and"
- P. 2, line 1: add before the word report "progress"
- P. 2, line 1: add after the word report "with"

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4 THIRTEENTH LEGISLATURE - FIRST SESSION

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14 WHEREAS the Yukon Territory Department of Highways and Transportation
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17 WHEREAS the climate and highway demands of Alaska are very similar to
18 the climate and highway demands of the Yukon Territory; and

19 WHEREAS there are highway surfaces in the Interior region, the ~~South-~~
20 Central region, and the Southeast region that are in need of rehabilitation
21 and could therefore be designated as test sites for an alternate surfacing
22 technique;

23 BE IT RESOLVED by the Alaska State Legislature that the governor is
24 respectfully requested to direct the commissioner of transportation and
25 public facilities to designate a representative site in each of the Interi-
26 or, the Southcentral and the Southeast regions to be used as a test appli-
27 cation site for high float emulsion asphalt; and be it

28 FURTHER RESOLVED that the Department of Transportation and Public
29 Facilities document the cost effectiveness of the test applications and
↑
engineering and construction considerations and

progress
① ↓ report ↓ with its findings and recommendations to the governor and legislature
2 within 30 days of the convening of the 14th Alaska Legislature.

Tom - excellent
witness - been
working w/Caridians
on this - gave a
slide presentation
to Senate Transp.
Committee

SCR 27 TITLE & SPONSOR SUMMARY

12:20 6/15/83 PAGE 1 OF 3

AMENDED TITLE: SCR 27AM

RELATING TO THE DESIGNATION OF THREE SITES FOR THE APPLICATION
OF HIGH FLOAT EMULSION ASPHALT

PRIME SPONSOR: SENATE TRANSPORTATION COMMITTEE.

CO-SPONSORS:

CURRENT STATUS: 6/01/83 IN (H) TRANSPORTAT

SCR 27 SENATE ACTION

12:21 6/15/83 PAGE 2 OF 3

DATE	SEQ	PAGE	LEGISLATIVE ACTION
05/13/83	01	0977	FIRST READING -- COMMITTEE REPORTS
05/20/83	02	1057	TRAN -- DP(AM)03
05/31/83	03	1147	RLS -- OTHER04 TAKEN UP IMMEDIATELY
05/31/83	04	1151	SECOND READING
05/31/83	05	1151	AM01 ADOPTED BY UNAN CONSENT
05/31/83	06	1152	PASSED BY DIV 18-00-02

**** ** **

*** ** *

SCR 27 HOUSE ACTION
DATE SEQ PAGE

12:21 6/15/83 PAGE 3 OF 3

DATE	SEQ	PAGE	LEGISLATIVE ACTION
06/01/83	07	1626	FIRST READING -- COMMITTEE REPORTS TRANSPORTATION RULES

**** ** **

*** ** *

SCR 27 TITLE & SPONSOR SUMMARY 1 11:09 6/27/83 PAGE 1 OF 3
AMENDED TITLE: HCSSCR 27(TRSF)
RELATING TO THE DESIGNATION OF THREE SITES FOR THE APPLICATION
OF HIGH FLOAT EMULSION ASPHALT

PRIME SPONSOR: SENATE TRANSPORTATION COMMITTEE.

CO-SPONSORS:

CURRENT STATUS: 6/25/83 (S) CONCURRD (H) AM

SCR 27 SENATE ACTION 11:09 6/27/83 PAGE 2 OF 3

DATE	SEQ	PAGE	LEGISLATIVE ACTION
05/13/83	01	0977	FIRST READING -- COMMITTEE REPORTS
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05/31/83	05	1151	AM01 ADOPTED BY UNAN CONSENT
05/31/83	06	1152	PASSED BY DIV 18-00-02
06/25/83	12	1501	CONCURRED IN HOUSE AMS BY DIV 15-00-05
****	**	**	*** ** *

SCR 27 HOUSE ACTION 11:09 6/27/83 PAGE 3 OF 3

DATE	SEQ	PAGE	LEGISLATIVE ACTION
06/01/83	07	1626	FIRST READING -- COMMITTEE REPORTS
06/23/83	08	1929	TRAN -- CS06
06/24/83	09	1956	SECOND READING
06/24/83	10	1956	TRAN CS ADOPTED BY UNAN CONSENT
06/24/83	11	1956	PASSED BY DIV 37-00-03

Alaska State Legislature

SENATOR
H. PAPPY MOSS
PO BOX 182
DELTA JUNCTION, ALASKA 997. 7
(907) 895-4384



WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA
99811
(907) 465-4921

State Senate

MEMORANDUM

June 24, 1983

FROM: M. Clyde Stoltzfus
TO: H. Pappy Moss
SUBJECT: House Committee Subsitute to SCR 27am

I have attached, for your information, a copy of the amended Transportation version and a copy of the House Committee subtitute for SCR 27 "Relating to the designation of three sites for the application of high float emulsion asphalt." The words highlighted in orange on the Senate version were left out by the House while the words highlighted in yellow on the House version were added by the House Transportation Committee. None of the changes change the orginal intent of the legislation.

Introduced: 5/13/83
Referred: Transportation

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE
2 SENATE CONCURRENT RESOLUTION NO. 27 am
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - FIRST SESSION
5 Relating to the designation of three
6 sites for the application of high float
7 emulsion asphalt.
8 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:
9 WHEREAS a substantial portion of the state's money is spent on the
10 rehabilitation and rebuilding of our highways; and
11 WHEREAS the present road building techniques are ~~extremely~~ expensive
12 and may not be the most cost effective method for northern climate high-
13 ways; and
14 WHEREAS the Yukon Territory Department of Highways and Transportation
15 has had success with a ~~less expensive and durable~~ surfacing technique
16 known as high float emulsion asphalt; and
17 WHEREAS the climate and highway demands of Alaska are very similar to
18 the climate and highway demands of the Yukon Territory; and
19 WHEREAS there are highway surfaces in the Interior region, the ~~Central~~
20 central region, and the Southeast region that are in need of rehabilitation
21 and could therefore be designated as test sites for an alternate surfacing
22 technique;
23 BE IT RESOLVED by the Alaska State Legislature that the governor is
24 respectfully requested to direct the commissioner of transportation and
25 public facilities to designate a representative site in each of the Interi-
26 or, the ~~Central~~ central and the Southeast regions to be used as a test appli-
27 cation site for high float emulsion asphalt; and be it
28 FURTHER RESOLVED that the Department of Transportation and Public
29 Facilities document the cost effectiveness of the test applications and

Offered: 6/23/83
Referred: Rules

Original sponsor: Transportation Committee

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE
2 HOUSE CS FOR SENATE CONCURRENT RESOLUTION NO. 27 (Transportation)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - FIRST SESSION
5 Relating to the designation of three
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26 site for high float emulsion asphalt; and be it
27 FURTHER RESOLVED that the Department of Transportation and Public
28 Facilities is requested to document engineering and construction considera-
29 tions and the cost effectiveness of the test applications and submit a

1 progress report with its findings and recommendations to the governor and
2 legislature within 10 days of the convening of the Fourteenth Alaska Legis-
3 lature.

Alaska State Legislature
House

ALASKA

MESSAGE TO THE SENATE

Date June 23, 1983

MR. PRESIDENT:

The House ~~has~~ passed SCR 27am (designation of three sites for the application of high float emulsion asphalt) with the following amendment:

HCSSCR 27(Trsp) ~~(same title)~~

and ~~it is~~ returned for consideration.

concur-?

Copy - Moss ✓

Bessie Cackren
Chief Clerk of the House

COMMITTEE REPORT
SENATE

5/13/83

FURTHER:

Date: May 19, 1983

Mr. President:

The Committee on Transportation has had SCR 27

Relating to the designation of three sites for the application of high float emulsion asphalt.

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass do not pass
- do pass with attached amendments(s) same title
- replace with CS for _____ new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note
- reports it back without recommendation
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

MEMBERS HAVING
OTHER RECOMMENDATIONS:

[Signature]

[Signature]

CHAIRMAN

Introduced: 5/13/83
Referred: Transportation

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE
2 SENATE CONCURRENT RESOLUTION NO. 27
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - FIRST SESSION
5 Relating to the designation of three
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28 FURTHER RESOLVED that the Department of Transportation and Public
29 Facilities document the cost effectiveness of the test applications and

- 1 report its findings and recommendations to the governor and legislature within 10 days of the convening of the 14th Alaska Legislature.
- 2 ~~within an appropriate period after the application of high float emulsion~~
- 3 ~~asphalt to the three test sites.~~

STATE OF ALASKA
FISCAL NOTE

I. REQUEST

Bill/Resolution No.: SR 6/SCR 27
 Title: Re. designation of 3 sites/asphalt
 Sponsor: Transportation Committee
 Requestor: Ray

II. FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: Research
 BRU, Program or Subprogram(s) Affected: Interior Region

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING						
100 PERSONAL SERVICES		8.0	2.5	2.5	2.5	2.5
200 TRAVEL		2.6	.9	.9	.9	.9
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING		10.6	3.4	3.4	3.4	3.4
CAPITAL		80.0				
REVENUE						

FUNDING: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
GENERAL FUND		90.6	3.4	3.4	3.4	3.4
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
FULL-TIME						
PART-TIME						
TEMPORARY						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Billy Connor Phone: 479-2281
 Division: Research Date: 5/17/83
 Approved by Commissioner: H. Glenzer, Jr. Date: 5/17/83
 Department: DOT&PF

Distribution:

- Original to Legislative Finance
- Copy to Office of Management and Budget (for Legislature introduced bills)
- Copy to Department (for Governor introduced bills)
- Copy to Sponsor
- Copy to Requestor (if different from Sponsor)

STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

P. O. BOX 1467
JUNEAU, ALASKA 99802

April 29, 1983

RE: Meeting with Yukon Territory
Highway and Transportation
Officials

FILE: 1802



Honorable Randy E. Phillips
Representative
Alaska State Legislature
Transportation Committee
Pouch V
Juneau, AK 99811

THROUGH: Fred Seeger, Deputy Commissioner

Dear Representative Phillips:

Attached for your information is a copy of the trip report by Department representatives who visited Yukon Territory highway officials on April 21 and April 22, 1983.

Although I was originally scheduled to make the trip, I was unable to go for medical reasons. I have talked to Mr. Larry Blackman in Whitehorse over the telephone several times. We have extended to him the courtesy of reciprocating information exchange trips whenever he sees the need. In fact, since the meeting in Whitehorse, Mr. Blackman has asked for copies of our truck size and weight statutes and regulations. Apparently, they intend to require the same limitations on the Canadian portion of the Klondike Highway from Whitehorse to Skagway that we do.

In regard to the High Float Emulsion Surface treatments that were investigated during the trip, I have also spoken to Mr. Tom Neunaber of the local Federal Highway Administration and Mr. Coley Wycoff of Chevron, USA.

Mr. Neunaber was one of the FHWA representative on the "Shakwak" project on which the Alaska Highway in Canada is being upgraded and surfaced. He has personal experience with High Float emulsion surface treatments that were done on the highway by contractor forces. He has a slide show which reveals many of the "tricks of the trade" in placing this material.

After viewing these slides as narrated by Mr. Neunaber, I am convinced that we could place this material successfully if we can utilize his experience and/or

April 29, 1983

that of Yukon Territory representatives to get the contractor started off right.

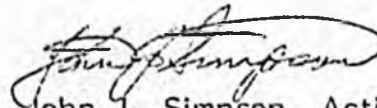
Mr. Wycoff is somewhat skeptical of our chances of success with this material. He stated that Chevron made High Float emulsion several years ago. This practice was discontinued because of the lack of success with it. He also cites several failures with it in British Columbia and claims that they have discontinued its use in favor of a cationic medium-set emulsion (CMS) which has given excellent results.

I think that one of the keys to success with High Float emulsion may be strict compliance to temperature and weather limitations and a knowledge of the "do's" and "don'ts" in placing the material. Another is experience, which is pointed out in the report.

My recommendation would be that we try two projects in different Regions with the High Float emulsion and a CMS emulsion for comparison. We are arranging to have Mr. Wycoff travel to Juneau and Fairbanks to discuss his product now.

As a final note, Mr. Neunaber's slides and the on-site inspection confirm the fact that many of the road sections in the Yukon where High Float emulsion was used have very shallow side ditches. Some are on the order of one foot or less. Our standards require a minimum of a three-foot ditch which would provide vastly improved drainage. Hardly anything is worse for a paved surface than water in the subgrade, so we should have some advantage in this respect.

Sincerely,



John J. Simpson, Acting Director
Standards and Technical Services Division

cc: Fred Seeger, Deputy Commissioner, Standards and Statewide Programs
Jon Scribner, Acting Deputy Commissioner, Southeast Region
H. Glen Glenzer, Deputy Commissioner, Interior Region
Dave Haugen, Deputy Commissioner, Central Region
Ray Miller, Materials Engineer, Southeast Region
Paul Misterek, Materials Engineer, Interior Region
Ben Harding, Special Staff Assistant, Office of the Governor
Emil Notti, Legislative Liaison, Office of the Governor
Representative Mitch Abood
Representative Bob Bettisworth
Representative Bette Cato
Representative Milo Fritz
Senator Don Gilman:
Representative Niilo Koponen
Representative Jack McBride
Senator Pappy Moss
Representative Richard Schultz

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities

SOUTHEASTERN REGION

DATE: April 26, 1983

TO: John Simpson
Director, S & TS
Southeastern Region

FILE NO: 244E-1802

TELEPHONE NO: (907) 789-0841, Ext. 215
(907) 452-1911

FROM: Ray D. Miller
Materials Engineer
Southeastern Region

SUBJECT: Surface Treatments,
Yukon Territory

Paul Misterek *PM*
Materials Engineer
Southeastern Region

Presented, herewith, are the observations made by the writers during their April 21 and 22 visit to Whitehorse, Yukon Territory, the purpose of which was to meet with officials of the Yukon Department of Highways and Transportation and discuss primarily their use of High Float Emulsion Asphalt with well graded aggregate on surface treatments.

A meeting was held in the office of the Department of Highways and Transportation at Whitehorse on the afternoon of April 21, 1983. Those in attendance were:

L.W. Blackman, P.E. Deputy Minister, Yukon Territory
Colin Farr, Director of Highways, Yukon Territory
Raymond Magnuson, Manager of Maintenance Branch, Yukon Territory
Ray Miller, Alaska Department of Transportation
Paul Misterek, Alaska Department of Transportation

The meeting was very cordial and discussion centered around Yukon Territory's use of High Float Emulsion Surface Treatments, typical projects where used, problems associated with and possible avoidance of same. A schedule was set up for the following day to visit typical projects where this type surface treatment has been used. Following is a summary of observations noted during the discussion and site visits:

I. DESCRIPTION OF PROCESS

High float (HF) is a medium setting anionic emulsion that has a quality imparted by the addition of certain chemicals that prevent the emulsion from breaking immediately on contact with the aggregate. The surface treatment reacts to surface rolling by allowing the emulsion to migrate within the aggregate. While the regular asphalts have a tendency to flow, or migrate, at 60° C (140° F), the high floats are designed to stay in place up to 70° C (160° F). As a result, the HF residues are less susceptible to changes in temperature and are harder in the summer and do not harden as much in the winter. The high content of petroleum solvent enables the HF

to penetrate through a heavy application of sand and gravel. Consequently, the final surface may be many stones thick while it provides the advantage of resisting flushing or bleeding better than a standard emulsion.

The fact that HF emulsions set up a slower rate can be a disadvantage when it is necessary to get the road back into service as soon as possible, such as in the case on major highways.

While HF asphalts are being used for the treatment of a large number of roads in areas of scattered populations with low traffic volumes, there is a general feeling within the industry that they are not adequate for Bituminous Surface Treatment's carrying high traffic volumes on major main roads.

II. TYPICAL USES BY YUKON TERRITORY

1. The process is used as an interim surfacing on new construction where the subgrade has been reconstructed to current standards.
2. The application is used with minimal upgrading of the existing roadway where traffic volume does not warrant a higher level of surfacing, such as pavement. Generally a base course is placed prior to application of the surface treatment.
3. It is used as a substitution for other dust palliatives until reconstruction. The treatment is applied on the existing surface materials, which have been reshaped and re-compacted.

It should be noted that this application has not been placed over existing pavement, but this is being contemplated, using a smaller size ($\frac{1}{2}$ inch minus) aggregate.

III. COST ESTIMATES

During the 1982 season, Yukon Territory incurred costs of \$22,500* (Canadian) for surface treatments with a twenty-six foot width. This includes costs for labor, equipment, and materials and utilizing their own forces. It does not include any base preparation costs.

During 1981, Public Works of Canada awarded contracts for work of this type. Costs were approximately 25 percent higher than those incurred using their own forces. This higher cost recognizes the risk factor, as well as the fact that the State forces worked continuously on the same type of work all season and gained a high degree of proficiency.

*Cost per mile in length

IV. DESIGN CONSIDERATIONS

1. Yukon Territory officials consider this treatment to have a five year life expectancy, although in low traffic problem areas over a good base, a longer use period is anticipated.
2. A four percent crown is recommended. Experience in Yukon Territory has shown that the texture of the surface slows drainage, and the greater crown is desirable, especially at near-freezing temperatures.
3. Yukon Territory does not use a prime coat, but officials there feel it would be beneficial, especially for maintaining a surface prior to application of the treatment.
4. Gradation of the surfacing aggregate used by Yukon Territory approximates our Base Course D-1 specification, and it is felt that this gradation could be used.
5. The surfacing aggregate should be slightly moist at the time of application. Specifications should require moisture content of two percent minimum to four percent maximum.
6. Only emulsified asphalt of grade HF-350S has been used by Yukon Territory. For initial projects, specifications should be developed using that grade of asphalt or a product very similar.
7. Weather limitations noted in the example specifications from Yukon Territory should be strictly enforced. Yukon Territory officials credit this with their high success rate. During adverse or marginal weather, the crew can be diverted to advance preparation activities such as aggregate stockpiling. A copy of the Canadian specifications are attached for your information.
8. Application rates found to be desirable are:

Asphalt	0.50 gal./sq. yd.
Aggregate	40 lb./sq. yd. max.

It has been found that too much aggregate can have an adverse effect on the product.

V. CONSTRUCTION TECHNIQUES

1. Experienced personnel are mandatory for a high degree of success. Mr. Blackman emphasized that he felt that surfacing treatment is 80 percent art and 20 percent science.
2. Adequate equipment is essential. Yukon Territory has new equipment with duplication to assure a continuous operation (i.e., two distributors, adequate trucks, etc.)

3. Specifications regarding traffic control and opening of the newly constructed roadway to traffic should be strictly observed.

Initially, Yukon Territory crews placed approximately two miles of 26 foot width surface treatment per day. As the techniques improved this increased to a maximum of approximately ten miles of 26 foot width under very good conditions.

VI. PERFORMANCE AND MAINTENANCE EVALUATION

1. During 1932, Yukon Territory incurred costs of \$6000 per kilometer without the surfacing and \$4000 per kilometer with the treatment for maintaining roadway sections.

2. Maintenance of the surface is critical. Small holes must be patched as they develop. Asphalt emulsion and chips can be used, but a cold mix is preferable for small areas and potholes.

3. The surface texture is rougher than normal pavement or a two coat surface treatment. At regular highway speeds, there is a noticeable increase in noise level and a somewhat rougher ride, however, not so much as to be objectionable. At reduced speeds, neither is noticeable.

Traffic tends to knead the aggregate and with time produces a tight compact surface.

4. Most of the surface treatments observed during this visit were relatively new in age, that is, less than five years old. Conditions varied from excellent to poor with poor subgrade and inadequate drainage most likely a contributing factor in those areas appearing less than acceptable. Again, as stated in the Design Considerations, this process is interim in nature and life expectancy is five years

VII. SUMMARY

Yukon Territory will have projects under construction adjacent to the Alaska border on the Klondike and Alaska Highways. It is recommended that personnel of Alaska Department of Transportation involved in design, construction, and maintenance should be allowed to observe these projects. A copy of Yukon's surface treatment schedule is attached.

It is recommended that a project should be designed and constructed using this process in Alaska. The initial project should be monitored and necessary revisions made to project specifications prior to proceeding with additional contracts. The Interior Region has tentatively selected a road project; Southeast might consider its use on a small airport, possibly Haines or Skagway.

Yukon officials have expressed an interest in our adoption of this surfacing method and may be available to advise us during construction and it is recommended they be extended an invitation to participate.

Also, it should be noted that discussions with Chevron Asphalt Company (USA) have indicated that Anionic Emulsified Asphalt products are not now available nor have they been available for quite some time (+ 15 years). Consequently, the HF350S may be difficult to obtain in the United States.

The visit, we believe, will prove very beneficial to both Yukon and Alaska as many items of mutual interest were discussed. The communication door is now open and a closer association between the two departments will provide both with the opportunity to exchange ideas in the field of highway design, construction and maintenance. Should you have any further questions regarding this process, please feel free to contact Mr. Misterek or Mr. Miller.

RDM/PM/cln

Attachments: As stated

cc: Charles Matlock
Director/S.E. Region
Design & Construction

Steve Sisk
Director/Interior Region
Design & Construction

PART 1 - GENERAL

1.1 Description

- .1 This section specifies requirements for applying single application of emulsified asphalt and aggregate to a granular base in accordance with these specifications.

1.2 Related Work Specified Elsewhere

- .1 Weight Scales: Section HC01155
.2 Aggregates - General: Section HC02225
.3 Granular Base: Section HC02229

1.3 Samples

- .1 Submit to Engineer following material samples at least 4 weeks prior to commencement of work:
.1 10 kg of aggregate
.2 Two 4 litres plastic containers of Asphalt Material

1.4 Measurement for Payment

- .1 Asphalt Surface Treatment Aggregate - Production, Hauling and Application: To be measured in tonnes of material incorporated into work.
.2 Asphalt Surface Treatment Aggregate - Hauling and Application: To be measured in tonnes of material incorporated into work.
.3 Asphalt Material: To be measured in litres at 15 deg. C., supply and delivery according to Prime Cost Sum (General Instructions, Section 01015, Article 13). Application will be paid for in litres separately under applicable Unit Price Item.

PART 2 - PRODUCTS

2.1 Materials

- .1 Asphalt Material: To CGSB 16-GP-5M grade HF-350S. Transported, stored and handled in accordance with Asphalt Institute Publication CL-21.
.2 Aggregates:
.1 General Requirements: Crushed stone or gravel, clean, tough, durable fragments, free from an excess of flat, elongated, soft or disintegrated pieces and free from stone coated with dirt or other objectionable matter. Flat and elongated particles are those whose greatest dimension exceeds four times their least dimension.

Project No. 010417 (4508)
(4608)
(4607)

Asphalt Surface
Single Application

Section HC0255
Page 2

PART 2 - PRODUCTS CONT'D

2.1 Materials (Cont'd)

.2 Aggregates: (Cont'd)

.2 Physical Properties:

AGGREGATE GRADING

<u>Sieve Size</u>		<u>% Passing by Mass</u>
<u>ASTM</u>	<u>METRIC EQUIVALENT</u>	
3/4 inch	19.0 mm	100
1/2 inch	12.7 mm	65 - 90
3/8 inch	9.51 mm	55 - 80
No. 4	4.76 mm	35 - 55
No. 10	2.00 mm	15 - 35
No. 40	0.420 mm	5 - 20
No. 200	0.074 mm	0 - 5

.3 Los Angeles Abrasion AASHTO T96-70: Max. loss by mass 45%.

.4 Crushed fragments: Material retained on No. 4 (4.760 mm) sieve to have at least 1 fractured face: percent minimum by weight 60.

.5 Thin and elongated particles: max by mass 5%.

PART 3 - EXECUTION

3.1 Equipment

.1 Pressure distributor:

.1 Distributor to be so designed, equipped, maintained, and operated that asphalt material at even heat may be applied uniformly on variable widths of surface to 5 m at readily determined and controlled rates from 0.3 to 5.5 litres per square metre, with uniform pressure, and with an allowable variation from any

PART 3 - EXECUTION (CONT'D)

3.1 Equipment (Cont'd)

.1 Cont'd

- .2 Capable of distributing asphalt material in a uniform spray without atomization at rate specified and at temperature required.
- .3 Equipped with a tachometer registering metres per minute visibly located enabling truck driver to maintain constant speed required for application at specified rate.
- .4 Pump equipped with a tachometer registering litres per minute passing through nozzles and readily visible to operator. Pump to operate by a separate power unit independent of truck power unit. Have full circulating system that includes spray bar.
- .5 Equipped with an easily read, accurate and sensitive device which registers temperature of liquid in reservoir. Equipped with heating system to bring emulsion to proper spray application temperature.

.2 Mechanical aggregate spreader: A self-propelled unit of approved design, supported by at least four wheels equipped with pneumatic tires on two axles. Aggregate spreader to be equipped with positive controls so that required amount of material will be deposited uniformly over full width of asphalt material.

.3 Rollers: Self-propelled pneumatic tired rollers weighing not less than 11 tonnes, equipped with not less than seven wheels staggered back and front, and tires inflated to 415 kPa.

.4 Power Broom: Self-propelled pneumatic tired unit, capable of vertical and horizontal angular adjustment.

3.2 Preparation

.1 Grade granular base to specified grade and cross-section. Blade smooth, and compact. Remove foreign material as necessary immediately before asphalt binder is applied.

.2 Have surface conditions approved by Engineer

3.3 Application

- .1 Apply treatment only when existing surface is slightly damp, when atmospheric temperature in shade is above 10 deg. C and rising or about 15 deg C if falling, and when weather is not foggy or rainy. Apply light spray application of water to surface before treatment when requested by Engineer.
- .2 Schedule work to approval of Engineer. If directed, treat one lane at a time.
- .3 Spread a protective covering of building paper or other acceptable material over width of surface, and for a sufficient distance back so that spraying nozzles are fully operative when surface to be treated is reached.
- .4 Apply materials within following ranges. Engineer will direct quantities of asphalt material and aggregate to be supplied.

.1 Single Surface Treatment:

Asphalt binder, litres
per square metre 2.77 to 3.75

Kg. of aggregate
per square metre ~~524~~ ³⁴⁰ to ~~729~~ ⁴⁶⁰

- .5 Apply liquid asphalt at spraying temperature specified in applicable CGSB standard for grade used and at rate specified per square metre using approved pressure distributor.

*Note: 40 Kg/m² worked
very well. JN*

3.3 Application (Cont'd)

- .6 Remove used protective covering and dispose of by acceptable means.
- .7 Apply aggregate immediately following application of asphalt material. Apply no more aggregate than can be thoroughly incorporated into and absorbed by asphalt. Local areas of excess asphalt to be spread uniformly by hand or removed prior to aggregate application. Aggregate to be applied at a rate and manner that shall minimize the displacement of asphalt material.
- .8 Rates of application of asphalt and aggregate will be adjusted by Engineer, if needed, during course of work.
- .9 Apply aggregate in such a manner that tires of approved aggregate spreader at no time contact uncovered and newly applied asphalt material.
- .10 Immediately after aggregate is spread, cover any deficient areas with additional material.
- .11 Roll immediately after aggregate is spread, making at least 6 passes with pneumatic tired roller, until cover material is tied, or to approval of Engineer.
- .12 After completing rolling, lightly broom or otherwise maintain as directed for a period of 4 days. Maintenance to include distribution of aggregate, to absorb free asphalt and to cover any areas deficient in aggregate material. Repair to satisfaction of Engineer areas of improper or deficient surface treatment product.
- .13 Conduct maintenance in manner not to displace imbedded material. Sweep loose material from entire surface by rotary brooms at time determined by Engineer.

3.4 Traffic Control

- .1 Direct traffic through project with warning signs, flagpersons and pilot truck in a manner that provides maximum safety for workmen and least interruption of work.
 - .2 Keep traffic off freshly sprayed asphalt.
 - .3 If necessary to route traffic over new treatment, restrict speed to 10 km/h or less, until rolling is completed and asphalt has taken initial set.
 - .4 After initial set, restrict traffic to 40 km/h or less, until Engineer directs end of traffic control.
-

1983 - 84 B.S.T. SCHEDULE

PLACE

DATE

Watson Lake - km 1045.9 - 1055

June 1st - 4th

Swift River - km 1208 - 1240

June 7th - 17th

Teslin - km 1265 - 1273

June 20th - 21st

Beaver Creek - km 1886 - 1968.7

June 28th - July 22nd

Teslin - km 1293 - 1308

Aug. 23rd - 26th

Patching - Alaska Highway

July 23rd - 29th

Capital Projects

Klondike Hwy. - km 146 - 159 (Skagway Road)

June 22nd - 24th

Klondike Hwy. - km 701 - 716 (Dawson)

Aug. 1st - 5th

Stewart Crossing - 1 km

Aug. 8th

Pelly - 1 km

Aug. 9th

Carmacks - km 308 - 346

Aug. 10th - 22nd

Resurfacing

Swift River

April 26th - May 27th

Beaver Creek

April 26th - June 24th

Mule Creek

June 27th - July 22th

Carcross

June 27th - July 15th

Carmacks

July 18th - Aug. 5th

Dawson

June 6th - July 15th

Stewart/Mayo

July 18th - Aug. 30th

Dempster (4-1 HC)

June 1st - Sept. 30th

H B

98

Alaska State Legislature



SENATOR
H. PAPPY MOSS
P.O. BOX 182
DELTA JUNCTION, ALASKA 99737
(907) 895-4384

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA
99811
(907) 465-4921

State Senate

MEMORANDUM

Date: February 16, 1983

Subject: Report from the House Transportation Committee Meeting
February 11, 1983, regarding HB 98

To: All Committee Members
Senate Transportation Committee

From: H. Pappy Moss, Chairman
Senate Transportation Committee

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

House Bill 98 was not passed out of committee, mainly because the committee did not feel it could act on the Bill with a zero fiscal note attached. They felt the fiscal note problem should be discussed with OMB before action is taken on this Bill.

John Bates was there to discuss the merits of HB 98. He indicated that putting a four-lane highway into the Eklutna Flats area is not a high priority with the administration. It does not even appear on their six-year plan. He says that according to the Department's prioritization system it is well below many other projects in terms of need. He was quizzed on the specifics of the Department's prioritization criteria. He indicated the administration first looks at the general goals, and whether or not rehabilitation is appropriate. Then, the condition of the road is compared to the condition of other roads through a computer rating system.

In this second step, DOT/PF seems to look at the physical road condition of a road, assign a numerical value to its condition, and then quantitatively compare it to the condition of other roads in the state. It should be noted, however, that the first criteria, the administration's goals, may well set the tone for what is the acceptable point of comparison between any two road projects. That is to say, in

the prioritization process, before DOT/PF arrives at the arguable, qualitative portion of their criteria, each decision must first clear a very subjective, and oft times abstract, policy mandated by the current administration. It is this nebulous conceptual criteria that may well account for fluctuation from year to year in DOT/PF's CIP priority list. It should also be pointed out, from a professional planner's point of view, the entire prioritization process used by DOT/PF is not only inefficient, but also antiquated. In conversations concerning this problem, it has been suggested that the use of outdated planning tools may well be attributed to the lack of planning expertise at the upper levels of DOT/PF's Division of Planning.

From the House Transportation Committee's discussion, it was apparent the issue here is DOT's prioritization process. It would seem that the sponsoring representatives disagree with the priority assigned to the Eklutna Flats area. As they presently prioritize, this project's priority can only be changed by a policy change of the administration. However, for the Eklutna Flats project, I would suggest that examining DOT's prioritization process would be the best approach.

Attached please find an example of a more sophisticated planning model which could easily be adapted to DOT/PF's system. The attachment is enclosed for comparative purposes only. It is not the only model available for use by DOT/PF.

ANALYTICAL PLANNING NARRATIVE: AN ALTERNATIVE APPROACH

Establishing a system for analytical planning in DOT/PF is indispensable to an adequate planning process and would greatly strengthen the planning functions described and help fill the gaps in the present structure, particularly at the system level, where project identification is presently more an administrative activity than an analytical one. Data generated from the system planning level is also useful for project planning in a system context, as a foundation for the more detailed project-level information that is required in reconnaissance and feasibility studies.

Technical Analysis

The type of technical analysis that fits well with the system planning function is called "sketch planning." This analysis technique takes a broad network view of the transportation system with quantitative measures of system relationships and system performance with order-of-magnitude levels of detail for life-cycle costs and benefits. It relates future traffic to future population growth and economic development in the project area. It can also be geared to produce indices of system performance which correspond to desired service levels in the villages and cities and to provide some indication of constraints that are preventing the system from reaching desired levels of service. The basic steps in this process are the same as those incorporated into at least one report already in DOT/PF's possession, namely:

- 1) Determine present socio-economic variables which influence demand for transportation;
- 2) Determine the relationships between these variables and traffic levels;
- 3) Forecast the socio-economic variables;
- 4) Forecast freight and passenger traffic by mode;
- 5) Identify potential projects or improvements in the transportation system;
- 6) Estimate costs of project construction, operation and maintenance; and
- 7) Evaluate projects based on service levels, cost-benefit analysis and other indicators of desirability.

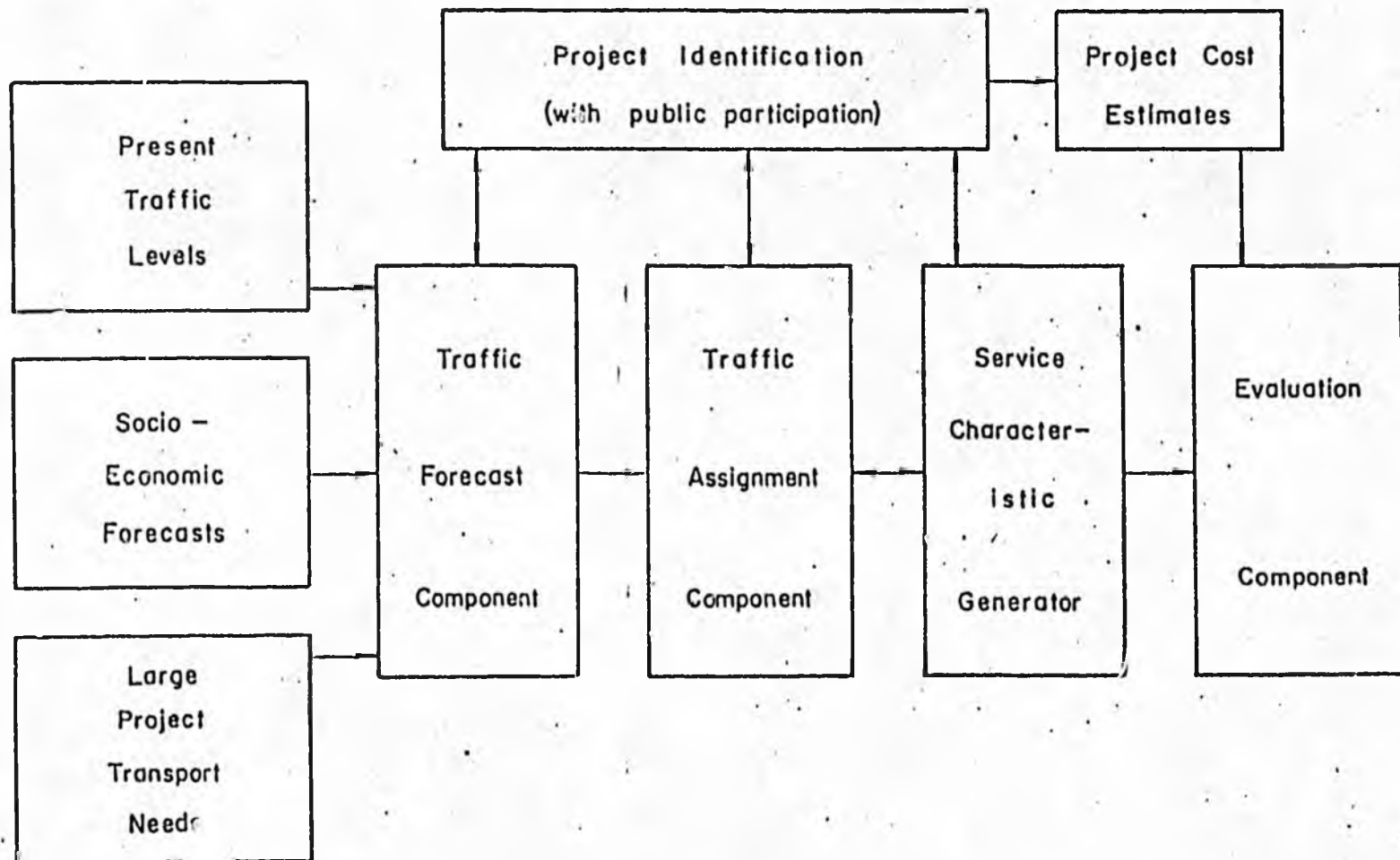
In order to accomplish these functions, the system, therefore, requires:

- 1) a traffic forecasting component which is tied to present traffic levels, basic socio-economic data, and specific characteristics of large

projects; 2) a traffic assignment component with a network model which may or may not be computerized; 3) a service characteristic generator which determines frequency of service by mode; 4) a project identification and cost estimation component, and 5) an evaluation component that compares system costs, characteristics and indices with and without any project or transportation demand or supply element. These components are shown graphically in the attached chart.

There are computerized sketch planning programs available. However, they are often oriented to urban transportation planning and would have to be adapted to rural Alaskan requirements. There have been studies produced for DOT/PF which have effectively modified an analytic system suitable for use in Alaska. They, however, have never been implemented.

Transportation Sketch Planning Components



SB 6 TITLE & SPONSOR SUMMARY

10:54 6/27/83 PAGE 1 OF 2

AMENDED TITLE:

MAKING A SPECIAL APPROPRIATION TO THE DEPARTMENT OF TRANSPORTATION&PUBLIC FACILITIES FOR CONSTRUCTION OF A FOUR-LANE HIGHWAY FROM SOUTH END OF EKLUTNA FLATS TO THE PALMER-WASILLA JUNCTION; & PROVIDE FOR EFFECTIVE DATE

GENERAL DOLLARS: \$39,000,000 (APPROP)

PRIME SPONSOR: KERITULA.

OTHER DOLLARS: \$0

CO-SPONSORS: MOSS.

CURRENT STATUS: 2/21/83 IN (S) FINANCE

10:54 6/27/83 PAGE 2 OF 2

SB 6 SENATE ACTION

DATE SEQ PAGE

LEGISLATIVE ACTION

01/18/83	01	0020	FIRST READING -- COMMITTEE REPORTS
02/21/83	02	0021	TRAN -- DP03, NR01, OTHER02 FINANCE RULES

*** ** ** *** ** *

MEMORANDUM

Date: February 16, 1983

Subject: Report from the House Transportation Committee Meeting
February 11, 1983, regarding HB 98

To: All Committee Members
Senate Transportation Committee

From: H. Pappy Moss, Chairman
Senate Transportation Committee

House Bill 98 was not passed out of committee, mainly because the committee did not feel it could act on the Bill with a zero fiscal note attached. They felt the fiscal note problem should be discussed with OMB before action is taken on this Bill.

John Bates was there to discuss the merits of HB 98. He indicated that putting a four-lane highway into the Eklutna Flats area is not a high priority with the administration. It does not even appear on their six-year plan. He says that according to the Department's prioritization system it is well below many other projects in terms of need. He was quizzed on the specifics of the Department's prioritization criteria. He indicated the administration first looks at the general goals, and whether or not rehabilitation is appropriate. Then, the condition of the road is compared to the condition of other roads through a computer rating system.

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the prioritization process, before DOT/PF arrives at the arguable, qualitative portion of their criteria, each decision must first clear a very subjective, and oft times abstract, policy mandated by the current administration. It is this nebulous conceptual criteria that may well account for fluctuation from year to year in DOT/PF's CIP priority list. It should also be pointed out, from a professional planner's point of view, the entire prioritization process used by DOT/PF is not only inefficient, but also antiquated. In conversations concerning this problem, it has been suggested that the use of outdated planning tools may well be attributed to the lack of planning expertise at the upper levels of DOT/PF's Division of Planning.

From the House Transportation Committee's discussion, it was apparent the issue here is DOT's prioritization process. It would seem that the sponsoring representatives disagree with the priority assigned to the Eklutna Flats area. As they presently prioritize, this project's priority can only be changed by a policy change of the administration. However, for the Eklutna Flats project, I would suggest that examining DOT's prioritization process would be the best approach.

Attached please find an example of a more sophisticated planning model which could easily be adapted to DOT/PF's system. The attachment is enclosed for comparative purposes only. It is not the only model available for use by DOT/PF.

MEMORANDUM

Date: February 14, 1983

Subject: Notes for House Transportation Committee Meeting
February 11, 1983, regarding HB 98

To: Senator H. Pappy Moss

From: *MCS* Clyde Stoltzfus

House Bill 98 was not passed out of committee, mainly because the committee did not feel it could act on the Bill with a zero fiscal note attached. They felt the fiscal note problem should be discussed with OMB before action is taken on this Bill.

John Bates was there to discuss the merits of HB 98. He indicated that putting a four-lane highway into the Eklutna Flats area is not a high priority with the administration. It does not even appear on their six-year plan. He says that according to the Department's prioritization system it is well below many other projects in terms of need. He was quizzed on the specifics of the Department's prioritization criteria. He indicated the administration first looks at the general goals, and then whether or not rehabilitation is appropriate. Then, the condition of the road is compared to the condition of other roads through a computer rating system (I've got a copy of a computer print-out of statewide road conditions if you care to see it.).

I felt the meeting helped to clear up the problems involved in this situation. Apparently, the issue here is DOT's prioritization process. It would seem that Senator Kerttula disagrees with the priority assigned to the Eklutna Flats area. DOT seems to look at the physical road condition and to weigh that condition against other needs in the state. As they presently prioritize, the project priority can only be changed by a policy change of the administration or a change in the prioritization process. For the Eklutna Flats project, I would suggest that examining DOT's prioritization process would be the best approach.

However, there is a serious problem with appropriating funds from the general fund for a highway which could otherwise receive funds through Federal sources. As this Bill stands, they would not have authority to request money from the Federal government. Mr. Bates suggested that a better approach would be to appropriate money for the planning and environmental studies first, and then seek Federal money for the construction.

STATE OF ALASKA
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: SB 6 Date on Bill: 1/18/83
 Title: Approp...DOTPF..construct..hwy..Eklutna to Palmer-Wasilla junction.
 Sponsor: Kerttula and Moss
 Requestor: Senate Transportation Committee

1. Estimated fiscal impacts on:

a. Expenditures:

(Thousands of Dollars)

			FY 83	FY 84	FY 85	FY 86		
Capital				39,000.0				
Operating								
Total				39,000.0				

b. Revenues:

Revenue				-0-				
---------	--	--	--	-----	--	--	--	--

2. Source of funds to offset fiscal impact of bill:

3. Assumptions:

See Attached.

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor. It not represent the policy of the Sheffield Administration or the final estimate of impact.

Prepared By: Wayne Weeks Phone: 465-4060
 Division: Planning & Programming, Unit Support Date: _____
 Approved by Commissioner: *W. Bates* Date: 2/16/83
 Department: Transportation & Public Facilities

5. Distribution:

- Original to Legislative Finance
- Copy to OMB
- Copy to Sponsor
- Copy to Requestor

2/8/83

ANALYSIS - SB 6

Construction of a four-lane highway from the south end of Eklutna Flats to the Palmer-Wasilla junction as described in SB 6 is not included in the Governor's 1984 capital request. Our estimated cost for construction of this project is \$60,105,000.

This estimate is based on the following.

Project Scope:

1. a new south bound 2 lane roadway from Eklutna Flats to the junction of the Parks Highway (8.5 miles);
2. bridges (4,500 feet);
3. an interchange at the intersection with the Old Glenn Highway; and
4. an overlay of the existing highway.

Estimated construction cost in FY 83 dollars is \$38,479,000, including a 10% contingency.

Project Schedule and funding needs:

1. an annual inflation rate of 10%;
2. preliminary engineering (P.E.) contracted out to a consultant;
3. P.E. funding available by July 1983; and
4. the construction contract advertising for bid by February 1987.

The estimated P.E. cost in FY 83 dollars is \$946,000, which is 3% of the estimated construction cost. The analysis assumes that P.E. costs are spread over 3 years. On completion of construction, it is estimated that maintenance and operating costs will approximate \$7,000 per lane mile. This translates to \$119,000 per year.

STATE OF ALASKA
PRELIMINARY STATEMENT OF FISCAL IMPACT

Bill No: SB 6 Date on Bill: January 18, 1983
 Title: Approp. to DOT/PF for construction of a four-lane highway from Eklutna Flats to Palmer-Wasilla Junction.

Sponsor: _____
 Requestor: Kerttula & Moss

1. Estimate fiscal impact on:

a. Expenditures:

(Thousands of Dollars)

			FY 84	FY 85	FY 86	FY 87	FY 88	
Capital			400	400	334	30,000	28,971	
Operating								
Total			400	400	334	30,000	28,971	

b. Revenue:

Revenue								
---------	--	--	--	--	--	--	--	--

2. Source of funds to offset fiscal impact of bill:

Not identified by the sponsor.


3. Assumptions:

The ultimate fiscal impact of this Bill will be \$119,000 per year (in FY 84 dollars), starting in FY 88.

4. Disclaimer:

This statement has not been reviewed by the OMB in the Office of the Governor. It therefor does not represent the final estimate of fiscal impact.

Prepared By: Wayne Weeks Phone: 465-4060
 Division: DOT/PF, Planning & Programming Date: 2/2/83

Approved by Commissioner:  Date: 3-2-83
 Department: Department of Transportation & Public Facilities

5. Distribution:

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Background:

The four-lane Glenn Highway, heading north out of Anchorage/Eagle River, narrows to two lanes at Eklutna Bridge.

Going south toward Anchorage/Eagle River, two major highways, the Glenn and the Parks, merge into the two-lane Glenn Highway. The effect is the same--four lanes of major highway narrow into an older, two-lane paved road.

The resulting doubly-bottlenecked stretch of road (see sketch, Attachment A) carries traffic across some of the most exposed, wind-buffeted area in the Matanuska Valley: the Eklutna Flats. Winds gusting across the flats have literally blown vehicles off the road. In the very recent past, a trailer being pulled by a semi was blown across the guard rail over the Matanuska River.

This section of highway also spans three major bridges across the Matanuska and Knik Rivers. Condensation produces heavy fog throughout this area almost daily. Another effect of the moisture present there is a large amount of road ice.

The area also supports a large moose population. The perimeters of the road are unfenced, allowing these animals to cross the roadway at random. The high banks necessary to keep the road from flooding inhibit the driver's ability to spot moose crossing this highly trafficked road.

Add to this already hazardous drive the fact that the Glenn Highway is the primary artery of the substantial commuter population traveling from the Mat-Su Borough to jobs in Anchorage/Eagle River. Forty percent of the Borough's working population is employed outside the Borough.

In addition, many residents shop and do business in the Municipality of Anchorage.

The Mat-Su Valley offers a variety of recreational and tourist pastimes, drawing large numbers from the Anchorage bowl to its lakes, streams, ski trails, and other facilities.

Finally, the Glenn Highway is the only road leading north out of Anchorage, and south into Anchorage, Eagle River, and the Kenai Peninsula.

Statistics and Projections:

According to a 1982 Mat-Su Borough census, the borough has 26,000 residents. From 1970-1982, the Borough has experienced an average annual growth rate of 13.4%. There is solid reason to believe that this growth will continue, and could accelerate, in the future. The population will probably increase if planned construction projects, such as the Healy-Willow Intertie and the Beluga-Anchorage gas pipeline, go forward as scheduled. (See Attachment B.)

Of the 9,000 employed Borough residents, 3,600 work outside the Borough, largely in Anchorage/Eagle River. Although most of these people drive, alone or in car pools, three commuter buses daily accommodate approximately 70 people.

Average daily traffic on the Glenn Highway at the Eklutna Bridge is over 14,000 vehicles (see Attachment C). According to DOT/PF Deputy Commissioner John Bates, traffic is already above average for a two-lane highway.

During peak tourist traffic times, the highway usage more than doubles. On Labor Day, 1982, the Glenn Highway was traveled by 35,560 vehicles (traffic count at Scale House south of Eagle River; no data available for this date at Eklutna Bridge).

Accidents and road repairs which block one or both lanes further complicate smooth traffic flow. Emergency medical services personnel have expressed concern that traffic tangles may one day block passage of ambulances en route to Anchorage.

The Glenn Highway was constructed in 1965-66, when the Borough's population was 6,350, and the population of the Anchorage area was 102,337. The road was upgraded to four lanes from Anchorage to Peters Creek in 1972. The four lane highway was expanded to Eklutna Bridge in 1980.

Conclusions:

The Glenn Highway was adequate to meet traffic demands when it was constructed nearly twenty years ago. However, population in the Mat-Su area has more than quadrupled since that time, and Anchorage population has doubled. Tourism and recreation have become attractive industries for the economies of the Mat-Su and Anchorage areas. The existing road is no longer adequate for the increased demands being put upon it. As population, commuting workforce, and tourism increase, this strain will worsen.

According to John Scribner of DOT/PF, Anchorage, the project to widen the Glenn from Eklutna Bridge to the Parks Highway Junction, if funded this session, would be completed in approximately 1987, when, according to moderate population estimates, the population of the Matanuska Susitna Borough will be over 34,000. (Reference Attachment B.)

Therefore, it is vital to the economic well-being of the Matanuska-Susitna Borough and the Municipality of Anchorage, both its commuter and recreational/tourist travelers, and to the safety of all users of the Glenn Highway to begin construction of a four-lane highway from the south end of Eklutna Flats to the Junction of the Parks Highway.

ATTACHMENT A

HB 98

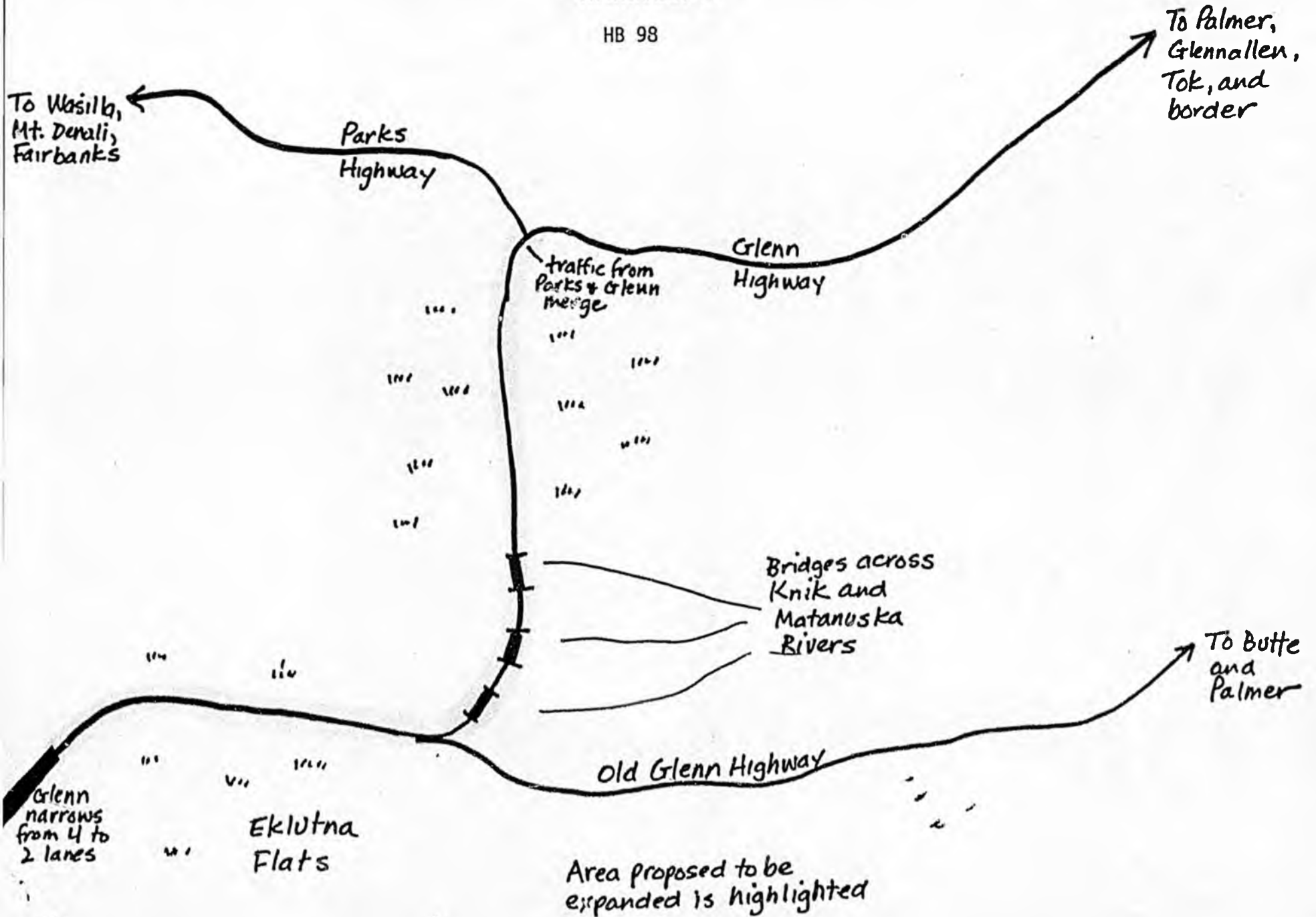


TABLE 4
 MATANUSKA-SUSITNA BOROUGH POPULATION PROJECTION
 MODERATE SCENARIO
 (MID RANGE)

<u>Year</u>	<u>Population</u>	<u>% Increase</u>
1981	22,339	-
1982	23,456	5%
1983	24,761	6%
1984	26,247	6%
1985	28,377	8%
1986	30,942	8%
1987	34,303	10%
1988	39,449	15%
1989	45,430	15%
1990	51,080	12%
1991	57,339	11%
1992	64,723	13%
1993	71,880	11%
1994	79,824	11%
1995	85,620	7%
1996	91,568	7%
1997	97,036	6%
1998	102,213	5%
1999	107,660	5%
2000	113,390	5%
2001	119,414	5%

Source: "GROWTH POTENTIAL, DEVELOPMENT ISSUES, SETTLEMENT PATTERNS"
 Volume 2 of 2, Matanuska-Susitna Borough Comprehensive
 Planning Program, May, 1982

ATTACHMENT B

Glenn Highway: Eklutna - Parks Highway Junction

Built In 1965-1966

Normal Traffic: 1981 ADT 7,400-8,000 no winter counts are available on this segment of the road. (ADT - AVERAGE DAILY TRAFFIC)

Variance between morning and evening:

<u>Station</u>	<u>SB</u>	<u>NB</u>
Eklutna Bridge	AM 3133 (43%)	2226 (31%) 7/14/82
Eklutna Bridge	PM 4103 (57%)	4749 (69%) 7/14/82
Eklutna Bridge	day 7238	6975 7/14/82
Glenn - S. of Parks Hwy.	AM 2566 (42%)	1826 (30%) 7/14/82
"	PM 3481 (58%)	4190 (70%) 7/14/82
"	day 6047	6016 7/14/82

Both Ways

Old Glenn Junct.	AM 4306	35%	July (13-15), 1982
	PM 7697	65%	
	day 12157	100%	

above average for 2 lane rd.

Park Traffic: At scale house - no data available for subject segment.

State Fair - Friday 8/20/82
 NB 16,021
 SB 15,006

Labor Day - Saturday 9/4/82 (Scale house)
 SB 16,715 (into town) ANCHORAGE
 NB 18,845

Time Road Closed:

one lane - 3 days last summer/repair of bridge
 two lanes - 3 days - 3 years ago/repair R.R. crossing

No data available for road closures due to accidents.

Accidents: Should have accident data tomorrow.

HB

154

The experts
 enough time
 et alone the
 y. knows his
 r. Commission
 e effective ear-
 ncrease will be
 hat consumers
 simultaneously
 low-water sur-

and distributes it in several
 munities including Whitehorse. It must pass
 on increases slapped on by NCPC.
 Yukon Electrical has calculated the im-
 pacts of NCPC's latest increase.
 In Whitehorse, it will cost the average
 household another \$6.12 a month.
 The average city household uses 1,082
 kilowatt hours of electricity each month.
 Right now the price, after all the fuel and
 water adjustments are added, comes to 7.007

from \$75.82 to \$81.94

While Yukon Electrical uses a sliding rate
 scale, depending on power used, you can still
 do an easy calculation to get an idea how much
 your power bills will be within a few cents.
 Simply calculate how much power you use by
 pulling out your copies of your power bill,

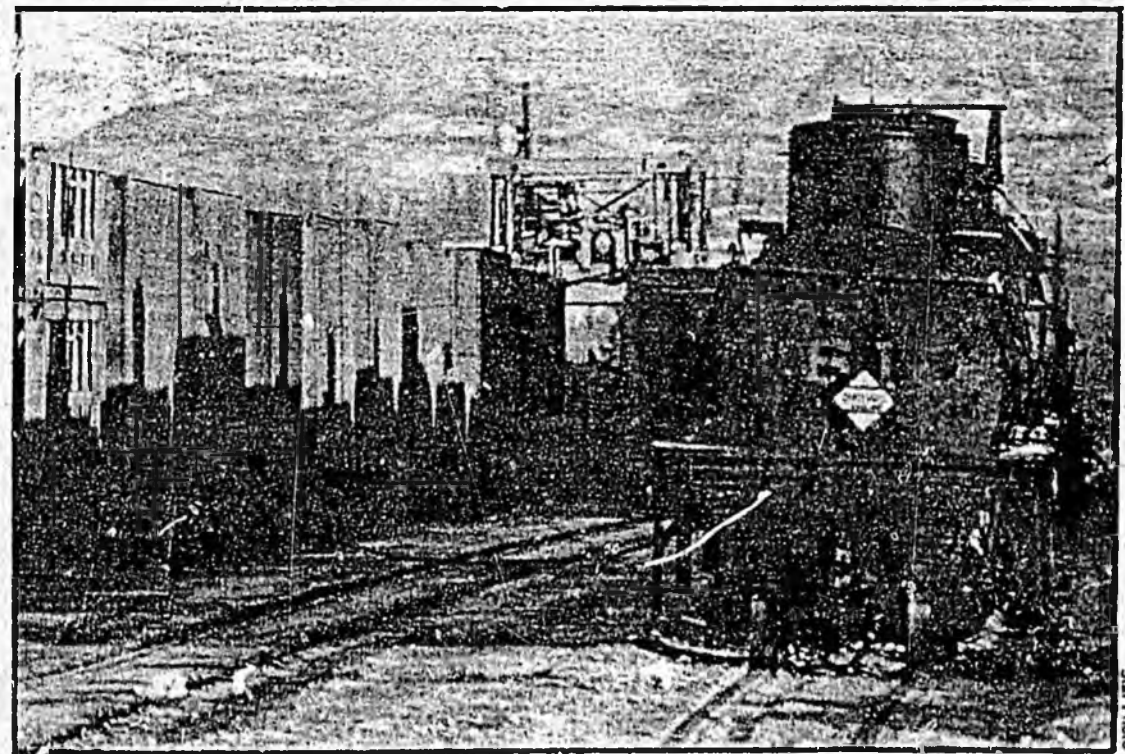
Cont'd on p. 31

BARBORUNDUM
 E. YUKON



Established
 in 1900

Star, Wednesday, March 17, 1982.



Star Photo

SOLE TRAINS may become a familiar sight. White Pass rail crews have been cut to a minimum by layoffs that also affect the trucking division.

WP lays off 48

By MASSEY PADGHAM
 Staff Reporter

White Pass is laying off 48 people in several of its divisions.
 White Pass president Tom King blames the layoffs on a drop in freight hauling because of the generally poor economy.
 Nineteen people in Whitehorse — 17 in trucking and two more in the rail operation — were laid off Friday.
 Fifteen workers are also

being laid off from the rail division in Skagway and three more in the rail division in Seattle.
 Yesterday, King was in Skagway to talk to union officials and warn them things may get even worse.
 It's "just the volume of business," King said. "The volumes certainly are . . . off from where they were in January."
 A full train crew of five has been laid off in Skagway, barely weeks after being called back from the

traditional winter lull. Ten Teamsters in the rail yards are also being laid off.
 "We're down to three (rail) crews," said Larry Jacquot, chairman of the Skagway local of the United Transportation Union. "We just put one on, anticipating an upturn . . . (Now) we're cut back again." Three rail crews is the minimum White Pass has to have on under the union's collective agreement.

Cont'd on p. 31

Recession ends 1981 boom

ging economic growth
 months of 1981, the
 n a sharp nosedive dur-
 hat shows no signs of

- 22% mining drop ✓
- 17% inflation ✓
- 30% jobless seen ✓

fourth quarter," says Dan Lang, minister of economic development, in a statement accompanying the report.
 Mineral production led the decline in 1981, as predicted by preliminary figures in January. The value of mineral production last year was \$298 million, the report says.

That compares to a final figure of \$360 million in 1980. Dropping silver and lead values were mainly responsible for the 22 per cent drop.
 The number of people who had jobs in the territory peaked late last summer and then started plummeting. The total number of employees was 11,684 in September, 36 per cent above the 8,571 people who had jobs at the end of 1980. But by the end of last year, the number of people with jobs had dropped to 10,743. That meant 1981 saw an overall increase of 25.3 per cent in the number of peo-

Cont'd on p. 31

NCPC

Cont'd from front

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Economy

Cont'd from front

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We are sorry for any inconvenience this may cause

rb auction

UNRESERVED PUBLIC AUCTION

TUESDAY APRIL 27, 1982 WHITEHORSE, YUKON EQUIPMENT FROM: General Enterprises - as they re-align their equipment requirements. ALSO C.W. Friday Const. Ltd.

CRAWLER TRACTORS incl: 2- Cat D9H's; 2- Cat D9G's; 2- 1980 Cat D8K's; 1976 Cat D8K; 1975 Cat D8K; 4- Cat D8H's. WHEEL LOADERS incl: 1979 Cat 980C; 1974 Cat 966C; Cat 966B. MOTOR GRADERS incl: 1977 Cat 14G; 3- Cat 12E's; Cat 12. EXCAVATORS incl: 1973 P & H 412. ROCK TRUCKS incl: 1976 Cat 769 c/w 18:00 x 33 tires. MOTOR SCRAPERS incl: 3- 1980 Cat 627B's c/w Push-pull attachment, cushion-tires, 29.5 x 35 tires; 2- 1974 Cat 631C's c/w cushion-tires, 33.25 x 35 tires; 4- 1971 Cat 631C's c/w cushion-tires, 33.25 x 35 tires. COMPACTION incl: 1972 Cat 814; 2- 1978 Dynapac CA25D's Vib.; 1978 Bros SP 3000; Tempo RA2003. TRUCK TRACTORS incl: 2- Kenworth 924's; 2- Kenworth 923's. CENTRE DUMPS incl: 2- Decap T/A center dumps c/w 3 bays; 4- McCoy centre dumps c/w 3 bays.

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WED**Weather**

Intervals of high cloudiness tonight, low -10. Mainly cloudy with a few periods of snow Thursday. High +1. Friday: frequent sunny periods. Yesterday's high -4.6. Low last night -16.3. Trace of snow during last 24 hours. Sunset 7:06 p.m. Sunrise tomorrow 7:11 a.m. More details on page 2.



IDLE TRAINS may become a familiar sight. White Pass rail crews have been cut to a minimum by layoffs that also affect the trucking division.

WP lays off 48

By **MASSEY PADGHAM**
Staff Reporter

White Pass is laying off 48 people in several of its divisions.

White Pass president Tom King blames the layoffs on a drop in freight hauling because of the generally poor economy.

Nineteen people in Whitehorse — 17 in trucking and two more in the rail operation — were laid off Friday.

Fifteen workers are also

being laid off from the rail division in Skagway and three more in the rail division in Seattle.

Yesterday, King was in Skagway to talk to union officials and warn them things may get even worse.

It's "just the volume of business," King said. "The volumes certainly are . . . off from where they were in January."

A full train crew of five has been laid off in Skagway, barely weeks after being called back from the

traditional winter lull. Ten Teamsters in the rail yards are also being laid off.

"We're down to three (rail) crews," said Larry Jacquot, chairman of the Skagway local of the United Transportation Union. "We just put one on, anticipating an upturn . . . (Now) we're cut back again." Three rail crews is the minimum White Pass has to have on under the union's collective agreement.

Cont'd on p. 31

Nosedive ends 1981 boom

After enjoying surging economic growth during the first nine months of 1981, the Yukon's economy began a sharp nosedive during the last quarter that shows no signs of levelling off.

That pattern is shown in the annual review for 1981, released today by the Yukon government's Economic Research and Planning Unit.

Employment was up strongly in the first nine months of last year, and then started to sag badly. "Signs of a slump in the mining sector were becoming evident in the

22% mining drop
17% inflation
30% jobless seen

fourth quarter," says Dan Lang, minister of economic development, in a statement accompanying the report.

Mineral production led the decline in 1981, as predicted by preliminary figures in January. The value of mineral production last year was \$298 million, the report says.

That compares to a final figure of \$560 million in 1980. Dropping silver and lead values were mainly responsible for the 22 per cent drop.

The number of people who had jobs in the territory peaked late last summer and then started plummeting. The total number of employees was 11,684 in September, 36 per cent above the 8,571 people who had jobs at the end of 1980. But by the end of last year, the number of people with jobs had dropped to 10,743. That meant 1981 saw an overall increase of 25.3 per cent in the number of people

Cont'd on p. 31

NCPC

Cont'd from front

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Anvil layoffs in all di

By MASSEY PADGHAM
Staff Reporter

Anvil workers got the bad layoff news last night, a week after their employer said it was coming.

Robert McCallum, vice-president of operations at the Cyprus Anvil mine, said 95 of its 770 workers will file out of the lead-zinc-silver mine for the last time on March 26.

McCallum delivered the news to executives of the two Steelworkers union locals in a meeting yesterday afternoon.

"We have identified that there are 95 employees that will be part of this reduction of forces," McCallum said last night.

The first layoffs are among the 12 temporary workers, most of them doing clean-up work around the mill. They are being laid off first as required by the unions' collective agreement.

The largest group of layoffs, 44, comes from the production workers group, Steelworkers Local 1051. There are about 540 members of this Local. Ten of the temporary workers also belong to this local.

Another 19 people will come from the office and technical workers group, Steelworkers Local 8243, which has about 90 members.

Twenty salaried employees, the management and administrative level of the mine, will be laid off, reducing the staff size from 125. McCallum said they would come from all departments.

The individual workers were to be notified this morning and will work their last shift on March 26.

McCallum called the layoffs a permanent reduction of the workforce. Despite the layoffs, the company, at least for now, will maintain full production of about 10,200 tonnes of ore daily. No call-back of workers will happen, although when times get better the size of the work force may gradually rise.

As Anvil president John Bruk puts it, you take it "easy" a bit in good times. Bruk said Anvil's staff now is more highly trained than before and so is more

productive.

McCallum said the union officials sat and listened to the company's news, without immediate comment. They were to meet again with the company this afternoon.

MLA Maurice Byblow (NDP-Faro) termed the day "Black Tuesday."

He said because each worker accounts for three other people through family and indirect work, the net effect of the Anvil layoff and the departure from Elsa Monday of most of the 88 people laid off there is a loss of about 700 people or three per cent of the people in the Yukon.

While he said he hopes businesses in Faro can tighten their belts and survive, Byblow, co-owner of the Faro Hotel, is worried some newer businesses may be forced to close.

"We have to look at diversifying our economy," he noted.

McCallum said the company has suggested the company and the union form a consultative committee through the Canada Employment Centre to try to find jobs for the laid-off workers, a difficult task given the country's sagging economy. Employment officials are expected to be in Faro Friday.

The mine in Faro is not the only sector of the Cyprus Anvil operation that is going to get cutbacks.

Bruk said Monday a full review of corporate organization by three senior executives is expected to recommend cuts of some people in the Vancouver office and those cuts will be made. How many people will be laid off in Vancouver is not yet known.

"As far as the Vancouver office is concerned," Bruk said, "of course, we are in the process for rationalizing and streamlining the Vancouver operation, and the re-organization that is being announced to the employees is applicable throughout."

The three executives on the top-level committee — McCallum; Bert Cook, senior

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"Black Tuesday." That, says a Faro leader, is probably description of yes layoff of 95 worker Cyprus Anvil mine.

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NCPC 'taxing' Anvil illegally?

By MASSEY PADGHAM
Staff Reporter

Cyprus Anvil lawyers began laying the groundwork yesterday for expected arguments that the Northern Canada Power Commission's proposed rate structure is illegal.

Anvil is furious at increased power bills, and president John Bruk has said it threatens the long-term viability of the mine.

If Anvil's arguments at the Yukon Electrical Public Utilities Board hearings are to no avail, Anvil could take the commission to court, said company lawyer Laurie Pathman.

Anvil argues, and NCPC admits, that the mine has paid rates that more than cover the cost of its power. In effect, then, Anvil has been subsidizing power costs in the Yukon.

officials to justify those rates. NCPC says its act gives it the authority to set the rates.

Anvil officials have said they don't want Yukoners to subsidize the mine, they just want a fair deal.

Pathman also wanted information from 1969 to 1975 to indicate how much Anvil has been paying above what it considers a fair price. That information only started becoming available in 1975, and it is only since then that NCPC can say for sure that Anvil has been paying 100 to 130 per cent of the actual cost of its power. Anvil uses about one-quarter all the power generated in the Yukon.

Asked later if Anvil was seeking to recoup the "subsidy" which probably started in 1969 and amounts to many millions of dollars, Pathman was not a-

possibility, but no decision been made by Anvil officials.

If NCPC did have to money back, it would likely from Yukon consumers.

Pathman pointed out De City residences, for example only half what it really NCPC to supply them with from the town's diesel gener

She suggested to the 1 that NCPC has no legal tax powers, but Anvil's rates co considered an indirect tax.

So far, Anvil has only cross-examining NCPC nesses. The real fireworks when Anvil officials go or stand and company lawyers their arguments.

Anvil's legal challeng based on its view that "the N Act does not in any way req authorize or condone arbit discrimination.

in all divisions, even HQ

'Where am I going to go?'

"Black Tuesday."

That, says a Faro union leader, is probably the best description of yesterday's layoff of 95 workers at the Cyprus Anvil mine.

While union members see the layoffs as inevitable, as metal prices tumble and the mine's costs rise, the major union local at the mine is spoiling for a fight over how the mine is going about laying off the workers.

Dave Power, president of the production worker's group, Steelworkers Local 1051, said special union meetings are being called for 10:30 a.m. and 6 p.m. Thursday to explain concerns raised by the local's executive at a meeting last night in Faro.

"It looks like we're in a sort of disagreement over how layoffs are administered," he

said.

"We have another meeting (today) with the company at 2:30," Power said. "There's some problems with how they're going about this, this layoff. We'll be asking them questions."

Power said the Canadian government has to be blamed for blundering the economic situation in the Yukon.

"I guess we'll have to expect more of this in the future."

"We don't give too much praise to the way the Conservatives are handling things in the Yukon either," he added bitterly.

"I've talked to quite a lot of people today who just shake their head and say, 'Where am I going to go.'"

Power said he cannot say much about the disagreement with the company, until the

meetings Thursday about the union's concerns.

But they are known to include a dispute over what kind of transportation help Outside the laid-off workers will get.

There is also a dispute over who will be laid off. The actual notices to individual workers have not yet gone out, but the union wants to make very sure the most recently hired employees are the first to go.

Another problem is the length of notice. The company is giving workers 10 days' notice. The union is expected to argue at least 14 days' notice is needed and even more for workers with at least two or three years of experience.

"It seems like we're going in one direction and the company's going in another."

vice-president for marketing, and Glen Simpson, vice-president for exploration — have been given wide-ranging powers by Bruk. They are to report by the end of the month.

They are designing a re-organization plan because of the poor economy and the change last summer that turned Anvil from being a publicly-traded company into a wholly-owned subsidiary of Hudson's Bay Oil and Gas Company Ltd., itself wholly owned by Dome Petroleum.

That change will see reductions in the labor force throughout and re-assignment of authority, Bruk said.

Now that Dome owns Hudbay completely, Bruk is seeking to meet with Dome officials in the next couple of weeks to chart Anvil's future. There has been speculation that Dome, in order to reduce its \$5-billion debt load, might sell Anvil, which it bought for \$340 million last summer, to Cominco, the world's largest lead-zinc producer.

Guild Productions'

GIANT

TELEVISION BINGO

Wed. March 24/7:30 - 10 pm

W.H.T.V. Channel 9

13 GAMES! PLUS **13 GAMES!**
Live Entertainment

- 10 small games for at least **\$25.00 each**
- 2 blackout games for at least **\$100.00 each**
- 1 jackpot game for at least **\$250.00!!!**

Jackpots may be bigger if card sales are high!

ALL PROCEEDS TOWARD THE MOUNTING OF THE 1982-83 ARTS SEASON

Anvil illegally?

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Anvil — closed this summer?

Barely hours after 95 people got layoff notices, the unions at the Cyprus Anvil mine in Faro have been warned to expect a summer vacation shutdown.

Robert McCallum, vice-president of operations for the mine, said the decision has not yet been made at the company's head office in Vancouver.

"I would think at this time that the decision will likely be made next week," he said. "It's being very carefully studied in the corporate office."

Any shutdown would have a very definite ripple effect. About 100 White Pass workers depend directly on hauling concentrates for Anvil.

"If Anvil closes down for a period of time, then we will have a subsequent layoff," White Pass president Tom King said flatly.

Cont'd on P. 2

March 18, 1982



Star Photo by RICK VAN SICKLE

Iditarod update

SHAKTOOLIK, Alaska — Rick Swenson and Jerry Austin arrived here within three seconds of each other at 1:30 this morning, but did not continue in the face of extremely strong winds. The next section is 100 kilometres of open, glaring sea ice.

Dave Monson and Bob Chulpach munched in at 1:35 a.m., Emmitt Peters at 3:20 a.m. and Susan Butcher and Herbie Nayokpuk at 3:30 a.m., Joe May at 6:15 a.m. and Rick Mackey and Dean Osmar at 6:50 a.m. after getting lost.

"It was blowing snow so hard I couldn't see the trail," Mackey said.

See story — page 3

THUR



Weather

Games flying high—Pages 19-20

Anvil

Cont'd from front

Some rail traffic would continue to accommodate other freight and tourism, but Anvil is about two-thirds of the railway's business.

The mine is generally considered the backbone of the Yukon's economy.

Dave Power, president of the production workers union, Steelworkers Local 1051, which represents the bulk of the lead-zinc-silver mine's workers, was reluctant to discuss yesterday afternoon's meeting with mine management before special general union meetings scheduled for today.

Power said he got the impression the decision rests on Anvil's view of where metal prices will go in the next few months and how much money will be saved by the 95 layoffs.

The mine lost \$3 million last month.

"I think it's how much money they're losing."

McCallum and Power said most people have six weeks' vacation coming, but scheduling those vacations is extremely difficult now that the work force has been pared to a minimum.

McCallum said many mines are shutting down for five to eight weeks this summer. If the shutdown is longer than six weeks, the workers would be put on temporary layoff to make them eligible for unemployment insurance.

"They could possibly shut down for a two-month period," Power commented, "but I think six weeks would be a ball park figure."

True to form, Power said, rumors of a possible shutdown have preceded the statement, and Anvil officials have in the last few weeks refused to rule out the possibility.

"Nothing would surprise me now."

Power said the company has actually been talking about a shutdown for summer vacation for a couple of years now — so it might become a regular feature. A summer shutdown allows major maintenance work to be done, and Power said he expects some people would be working at the mine and mill through any shutdown.

McCallum said the mine has considered that, but any shutdown this summer would be strictly based on economics and no decision is being made to have a summer shutdown as an annual event.

Another company-union meeting has been scheduled for Wednesday to discuss the contentious issue of layoff conditions, and there is a good chance the company decision on any summer closure will be announced then.

Taylor

Cont'd from front

is going to terminate my service in office, all the people should have a say in it."

He said calls of encouragement have been pouring in to his home all morning.

Taylor, who has represented Watson Lake for 21 years, believes he has "an excellent chance" of taking the riding as an independent. He said he still remains "a loyal Conservative" and would consider rejoining the party if he is re-elected.

"I have no dissatisfaction with the party itself. It's been a long winter, and I felt it was time I shook things up a bit."

Taylor, speaker for eight years, could again be named to the position by the legislature even if re-elected as an independent.

"It's a great honor, and if the house, in its wisdom, invited me to be speaker again, I would consider it."

He refused to name the persons in the "clique", but said several are members of the Watson Lake business community "and know who they are."

"I was very angry about it up until last night, but now I figure these people should be pitied, not scorned. If they put a wolverine to the wall, it'll fight, and I'm ready to fight."

Taylor made the decision a week ago, but did not consult Government Leader Chris Pearson.

"I don't want anybody else fighting my battles for me . . . That would be unfair."

YTG releases small contractors from bondage

The Yukon government will now permit small, unbonded contractors to use irrevocable letters of guarantee as a cash equivalent to bonds to help them bid for government contracts.

Successful bidders on a government contract must post a bond, or cash equivalent, of 10 to 20 per cent of the total contract amount. But for unbonded companies, coming up with the cash equivalent often meant borrowing at high interest rates, which adversely affected their ability to submit

low bids. According to Geoff Lattin, minister of highways and public works, all five banks have agreed to the scheme, which will mean a cheaper line of credit for unbonded contractors.

The letter is issued by a bank, and, because the bank retains the use of the money, charges to the contractor are lower than normal interest on loans.

"It had reached the point where some contractors simply couldn't bid competitively because of high interest rates," Lattin said.

From the speaker's chair, he said, he enjoys "closer contact with the cabinet and more open doors that an MLA does."

If defeated, he would "go out gracefully and with dignity" to resume his career as a prospector.

Rollie, meanwhile, said he was "shocked" by last night's developments.

"I wanted the nomination, but not this way," he said. "I don't want any part of any dirty politics."

In Whitehorse, Jim Kennelly,

a 40-year-old businessman, has announced he will seek the Liberal nomination for Riverdale North, the riding held by Pearson. The meeting will be held next Tuesday, the same night as the Liberal nomination meeting for Riverdale South, currently held by party leader Ron Veale.

Whitehorse resident Larry Whelan intends to seek the Liberal nomination for Porter Creek West, now held by Conservative Doug Graham. That nomination meeting will take place April 8.

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JANITOR'S SUPPLIES

IN STOCK



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London

LONDON (AP) — London metals Thursday, in pounds silver in pence a troy ounce. Copper spot 847-848; future 87 Tin spot 7,200-7,210; future 7.3 Lead spot 341-343; future 349. Zinc spot 443-445; future 449-4 Silver spot 397-398; future 409 Aluminium spot 577.5-578; futu 601 Nickel spot 3,145-3,150; futu 3,173

New York

NEW YORK (AP) — The stock rallied today as traders began ahead to the U.S. Federal Board's weekly report on money. The Dow Jones average of industrial rose 6.38 to 802.23. Gainers held a 2-to-1 lead over in New York Stock Exchange issues.

Analysts noted that there had clear-cut trend in the market for several sessions. Prices drifted lower on Tuesday Wednesday. They perked up however, amid speculation the board's weekly report late Friday show a decline in the basic money supply.

Traders were also keeping an news reports from Vienna. Organization of Petroleum Exporting Countries oil ministers were for an emergency meeting to strategies to counter downward pressure on oil prices.

H.J. Heinz led the active list, at \$28 1/4. A 157,700-share block of the traded at \$27 1/4.

The NYSE's composite index to 63.22.

Volume totalled 23.75 million against 22.56 million at the same Wednesday.

Among Canadian issues, Alcan to \$18 1/4, Canadian Pacific to \$14 1/4, and Genstar to \$14 1/4.

Ashland Oil lost 1/4 to \$22 1/4.

Montreal

MONTREAL (AP) — U.S. dollars terms of Canadian funds at noon was down 7-100 at \$1,214.9. Pound was up 3-25 at \$2,199.0.

The Canadian dollar was up \$0.821 and pound sterling was up \$1,810.0.

Toronto

TORONTO (CP) — Share prices ed sharply higher in mid-morning to stock market trading Thursday what analysts called a long-technical rally.

The TSE 300 index gained 11.47 or .74 per cent to 1560.14 and g issues outnumbered the loss 140 to 162 issues unchanged.

Twelve of the composite's 14 groups advanced, led by gold, climbed 52.82 points or 2.56 per cent to 2112.66. Real estate and construction 21.79 points or .48 per cent to 45.19 while management companies registered a fractional decline.

Trading activity was still relatively slow, however. Volume by 11 a.m. 1.19 million shares, compared with 1.1 million shares at the same time Wednesday.



By The Canadian Press
Forecasts for the Yukon and the western British Columbia issued Environment Canada for today and day: Synopsis

High cloudiness was reported over but southeastern portions of the forecast district this morning. Strong winds in Whitehorse area kept temperatures near the freezing mark. A frontal system will produce cloud and light precipitation over southern area today. Clearing is expected in its wake by Friday. Northern areas will be cloudy with occasional light snow days as a second frontal system approaches them.

Forecasts
Northern Yukon: Travellers' advis continued for the Dempster Highway. Moderate to strong winds will produce occasional heavy drifting snow through the Richardson Mountains early today. Winds will diminish this afternoon. Otherwise mainly cloudy with occasional light snow today.