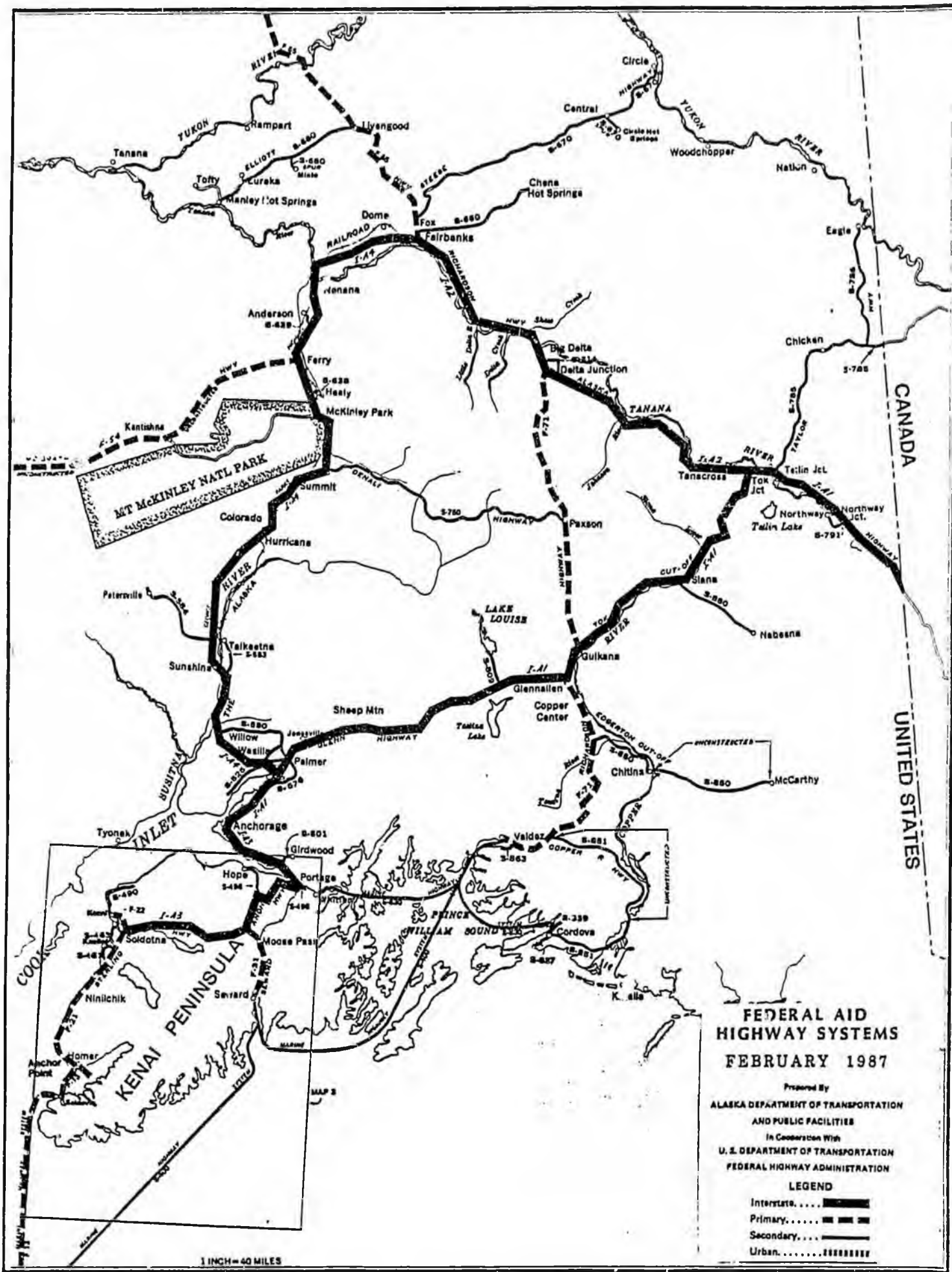


ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672
6171 HOUSE TRANSPORTATION

575



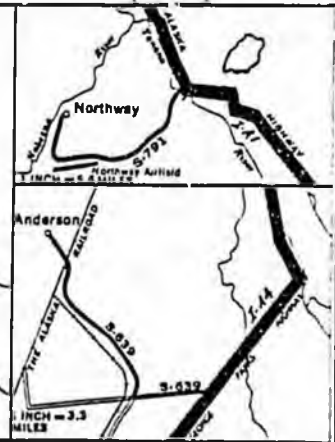
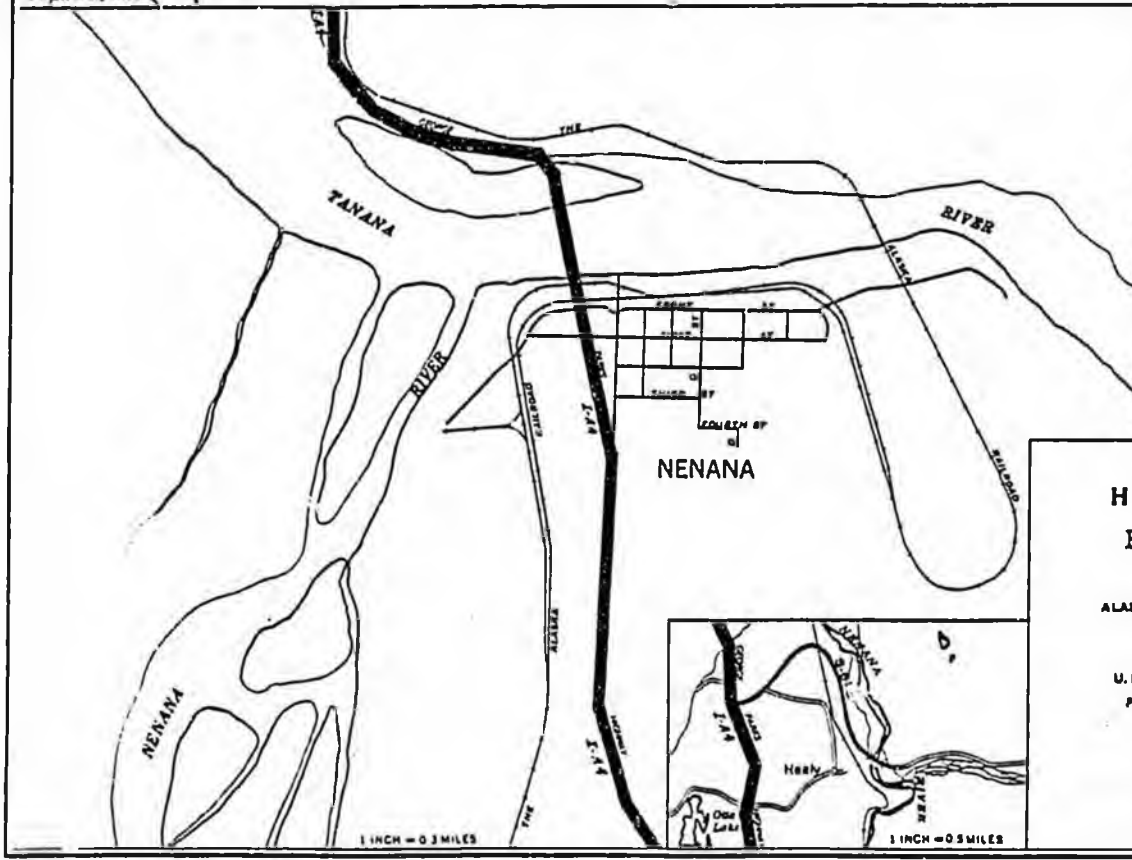
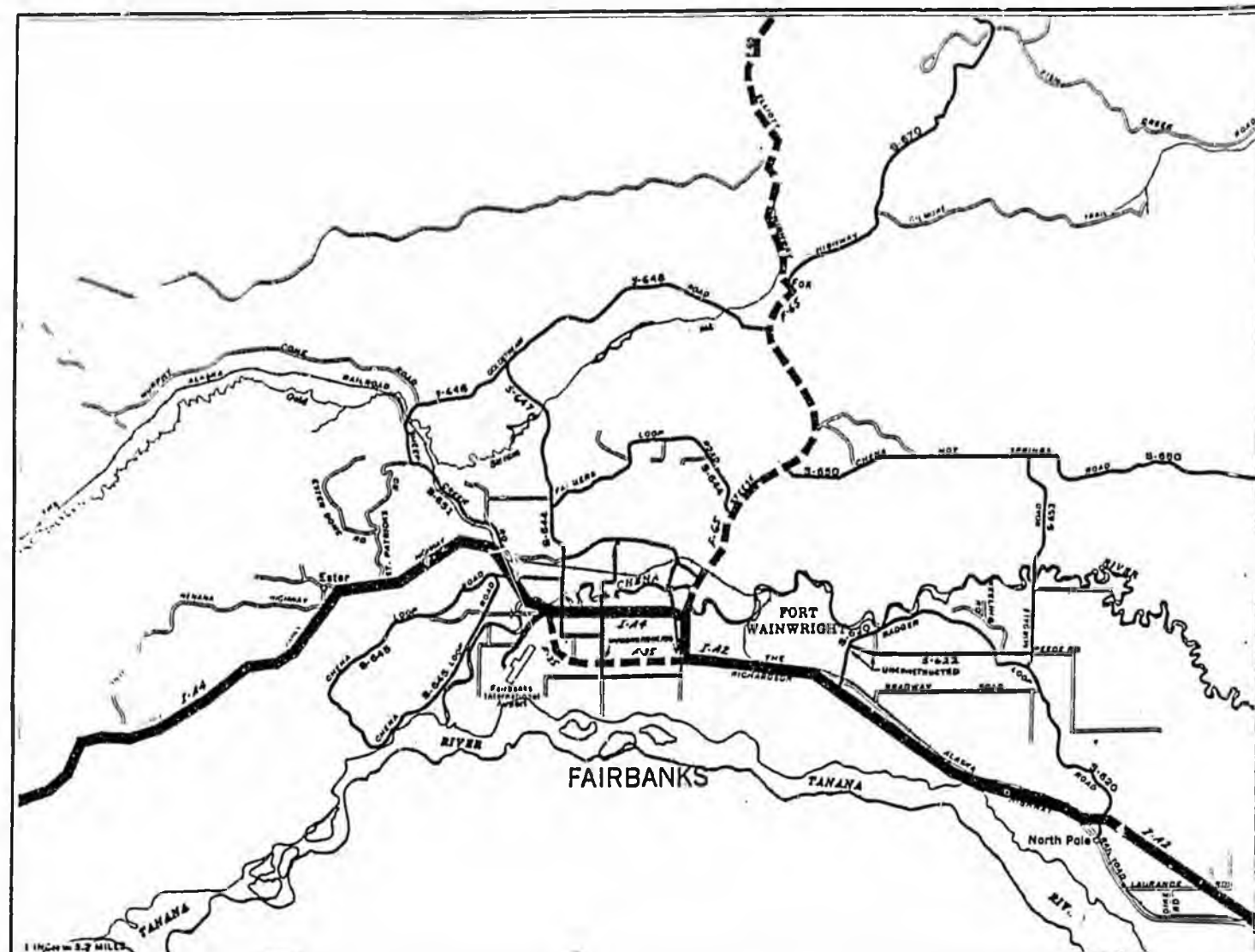
**FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1987**

Prepared By
ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
In Cooperation With
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

- LEGEND**
- Interstate. [thick solid line]
 - Primary. [dashed line]
 - Secondary. [thin solid line]
 - Urban. [dotted line]

1 INCH = 40 MILES

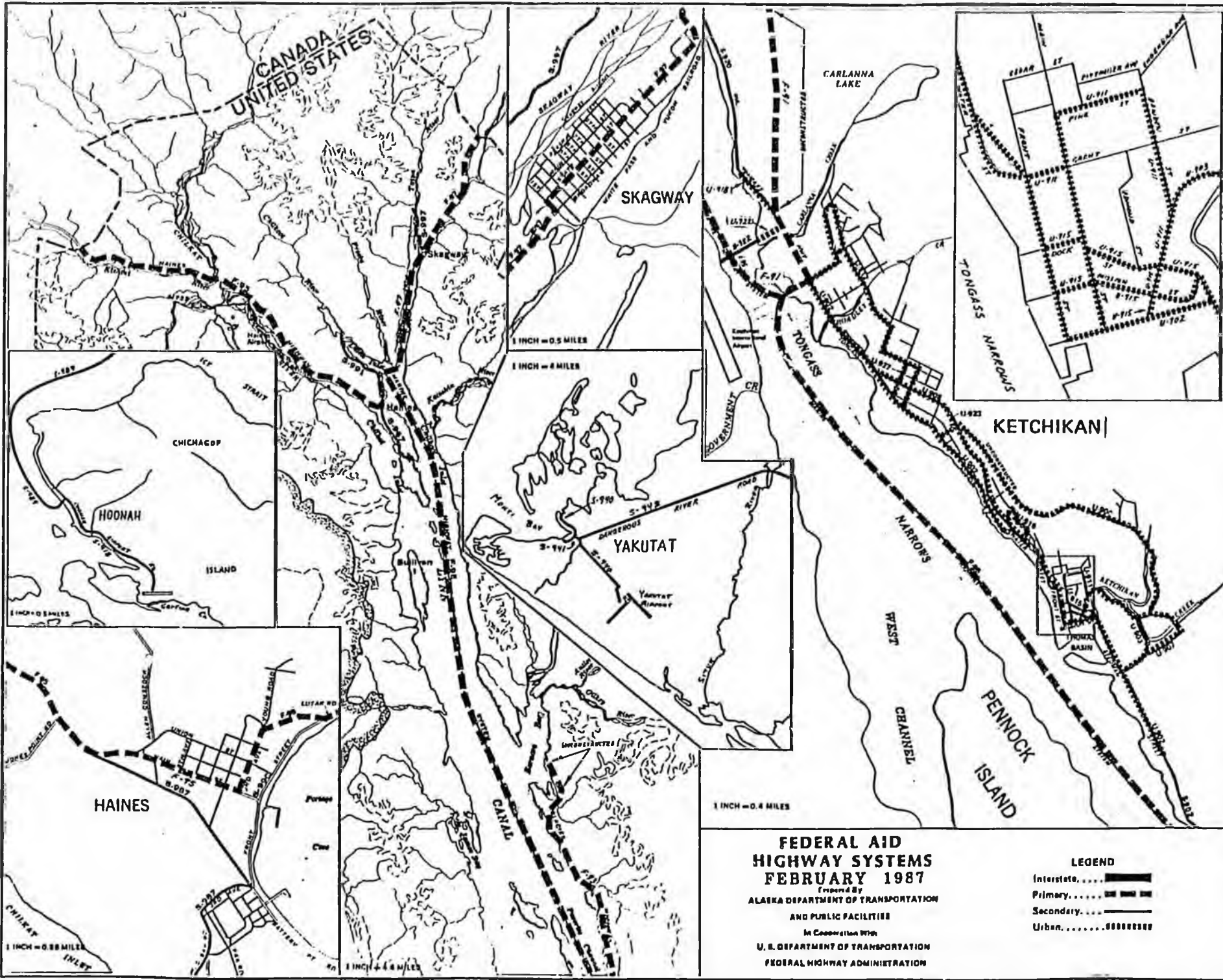
MAP # 7 - FAIRBANKS URBAN AREA
INCOMPLETE AT THIS TIME



**FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1987**

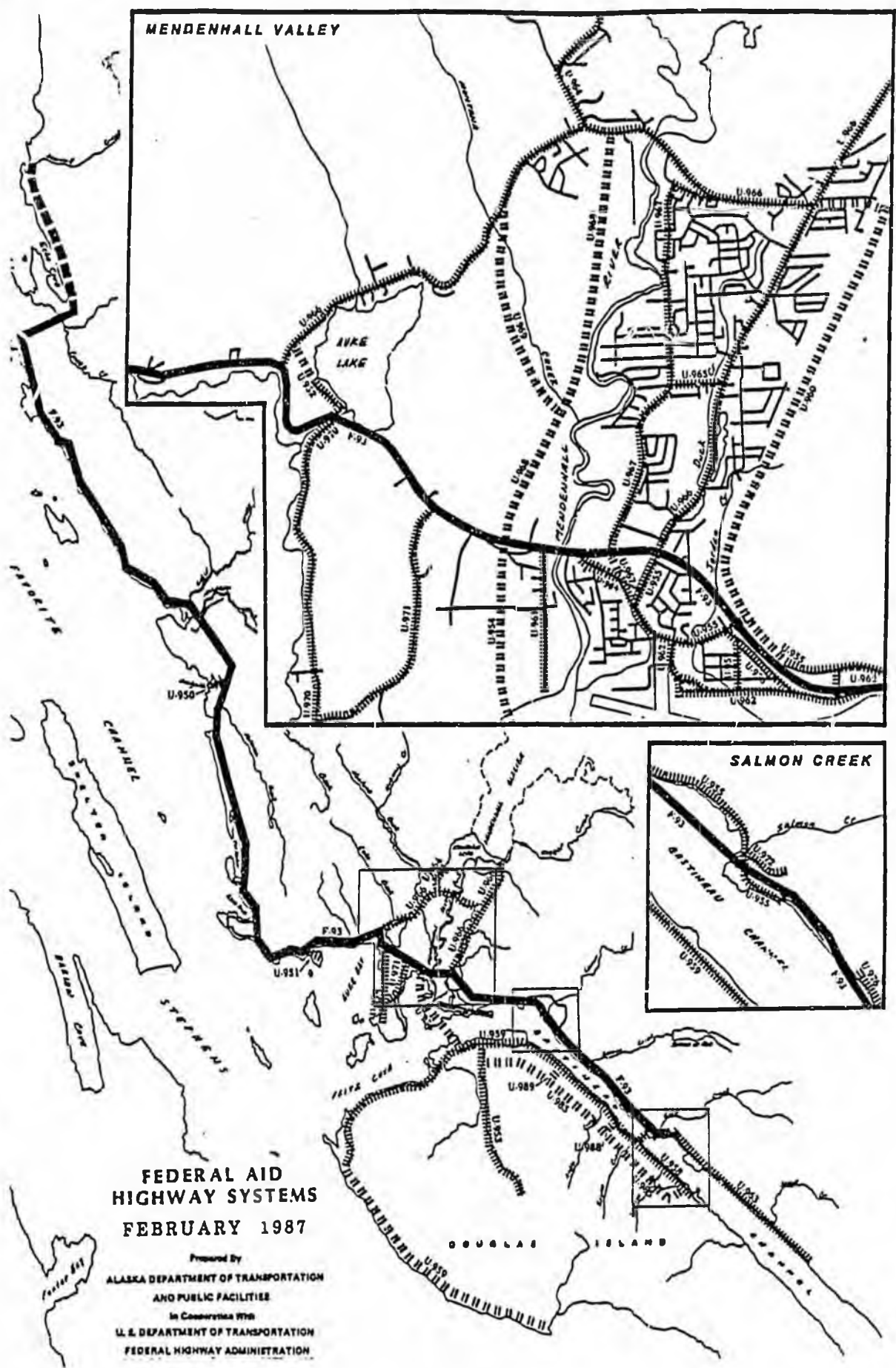
Prepared By
ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
In Cooperation With
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

- LEGEND**
- Interstate [thick solid line]
 - Primary [medium solid line]
 - Secondary [thin solid line]
 - Urban [dotted line]



**FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1987**
Prepared By
**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
In Cooperation With
**U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

LEGEND
 Interstate.....
 Primary.....
 Secondary.....
 Urban.....

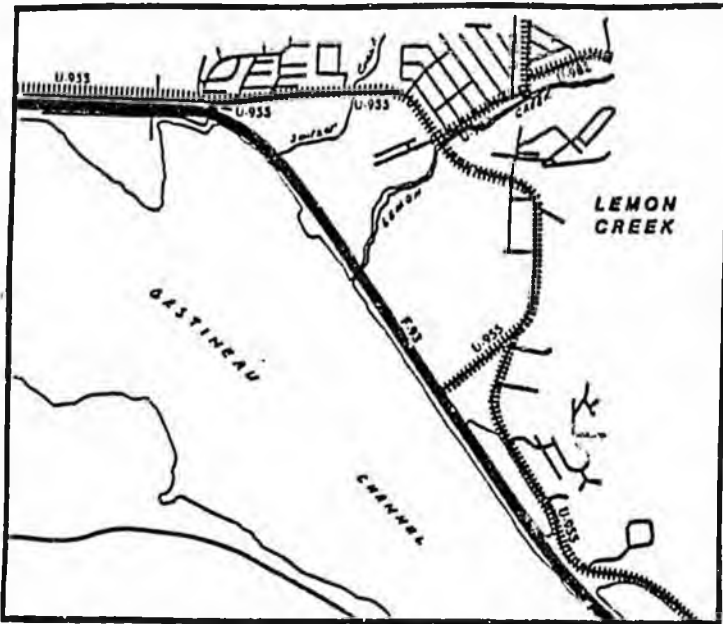


**FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1987**

Prepared by
**ALASKA DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 In Cooperation With
**U. S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION**

LEGEND

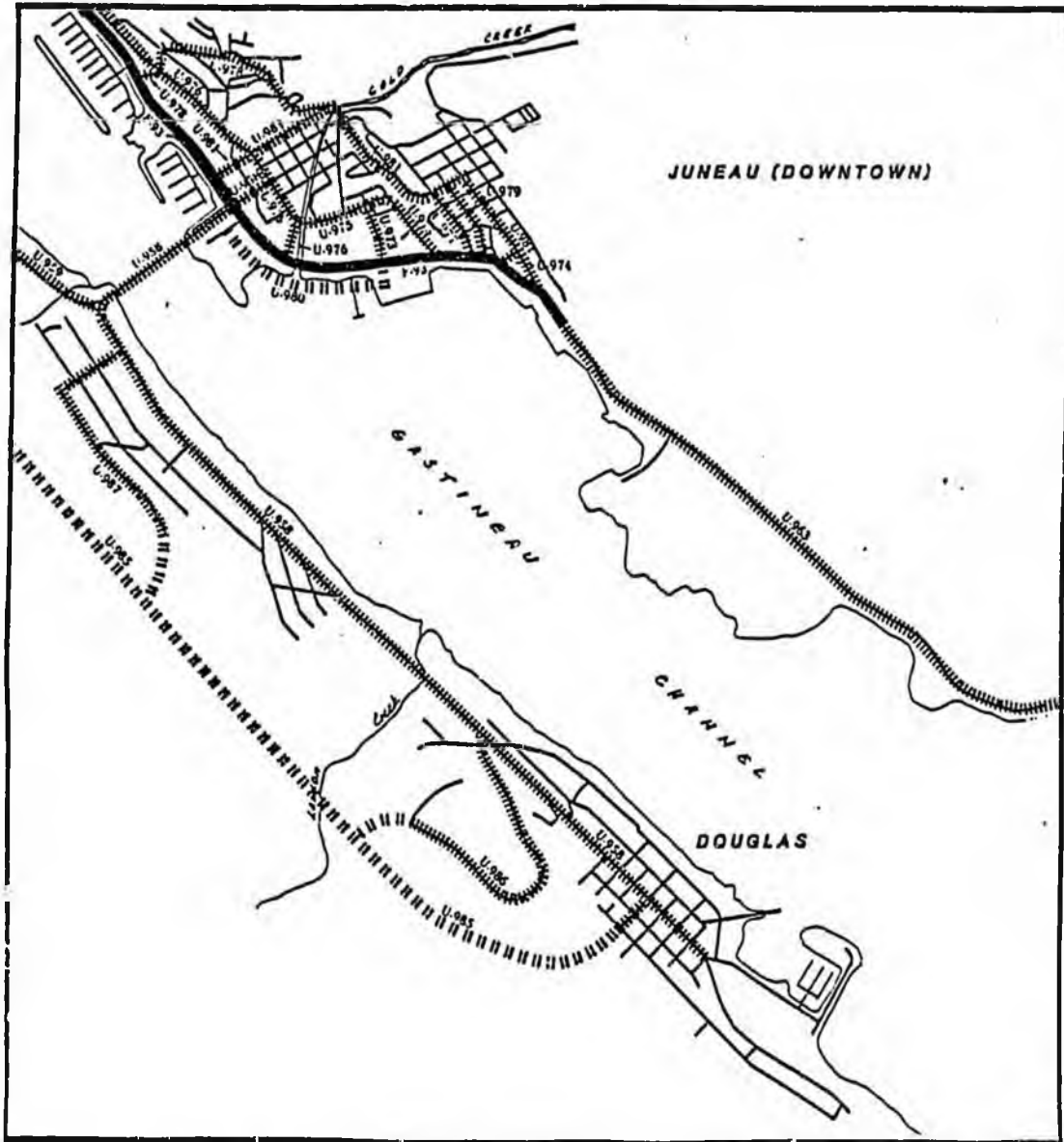
- Federal Aid Primary Existing
- Federal Aid Primary Proposed
- Federal Aid Urban Existing
- Federal Aid Urban Proposed

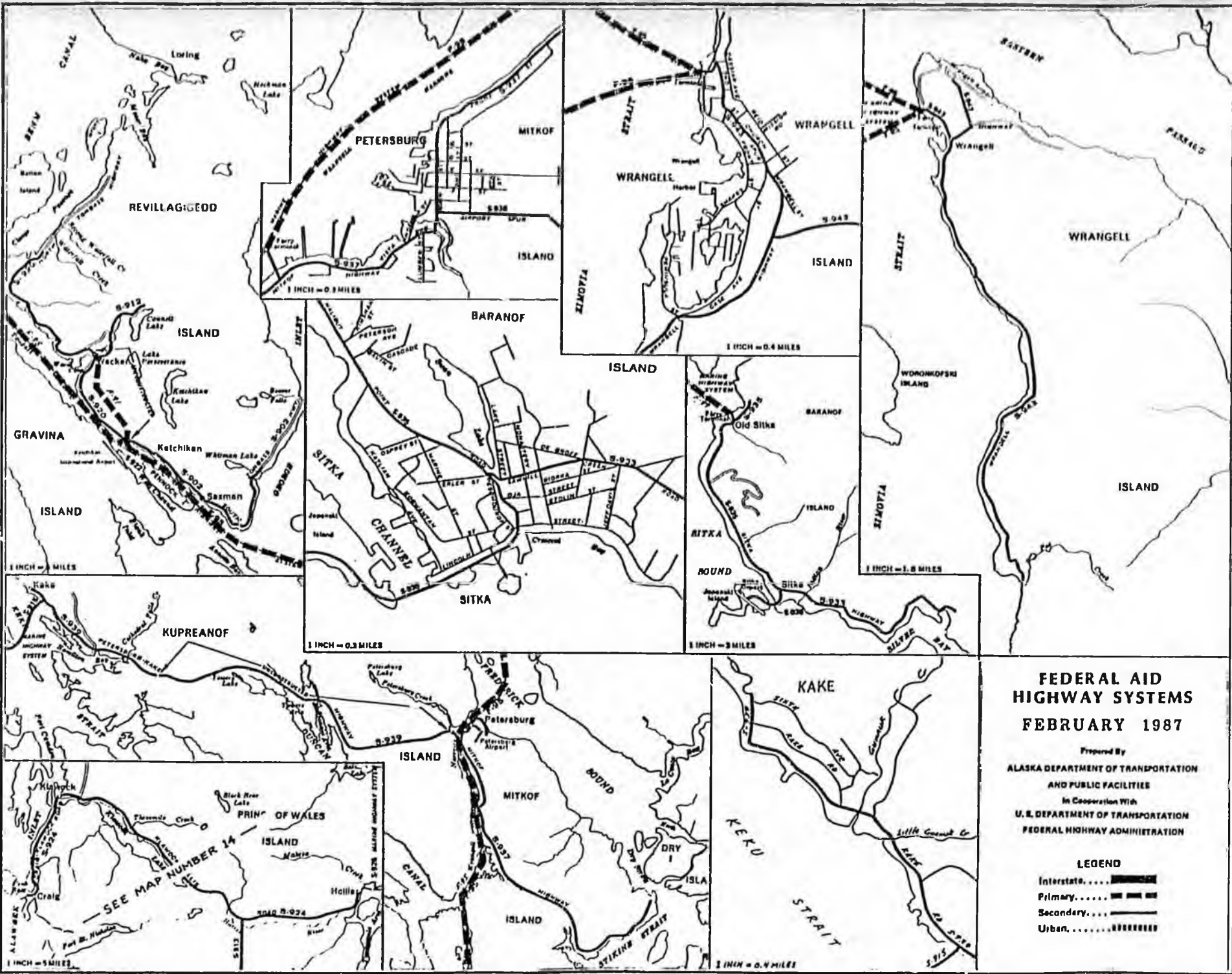


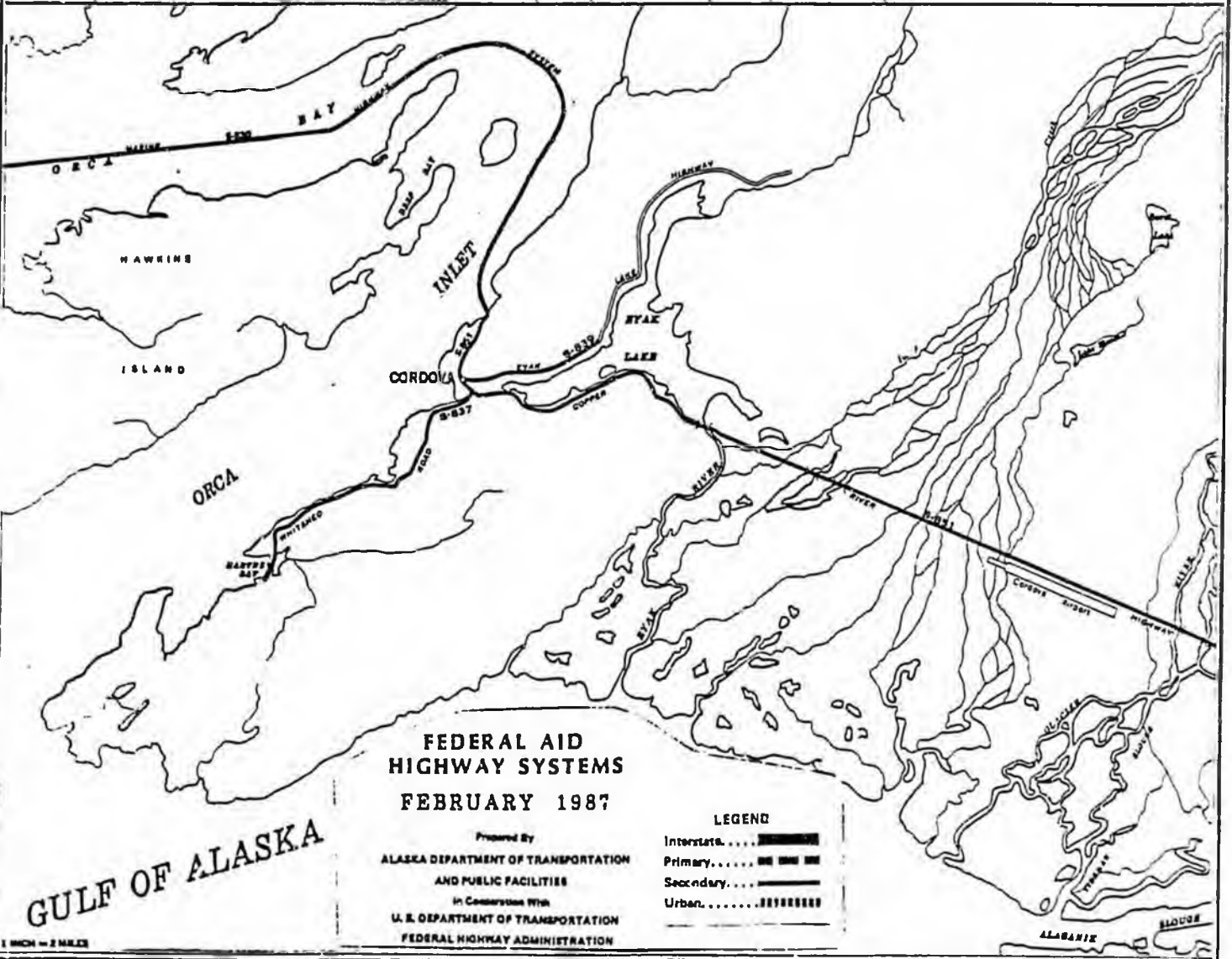
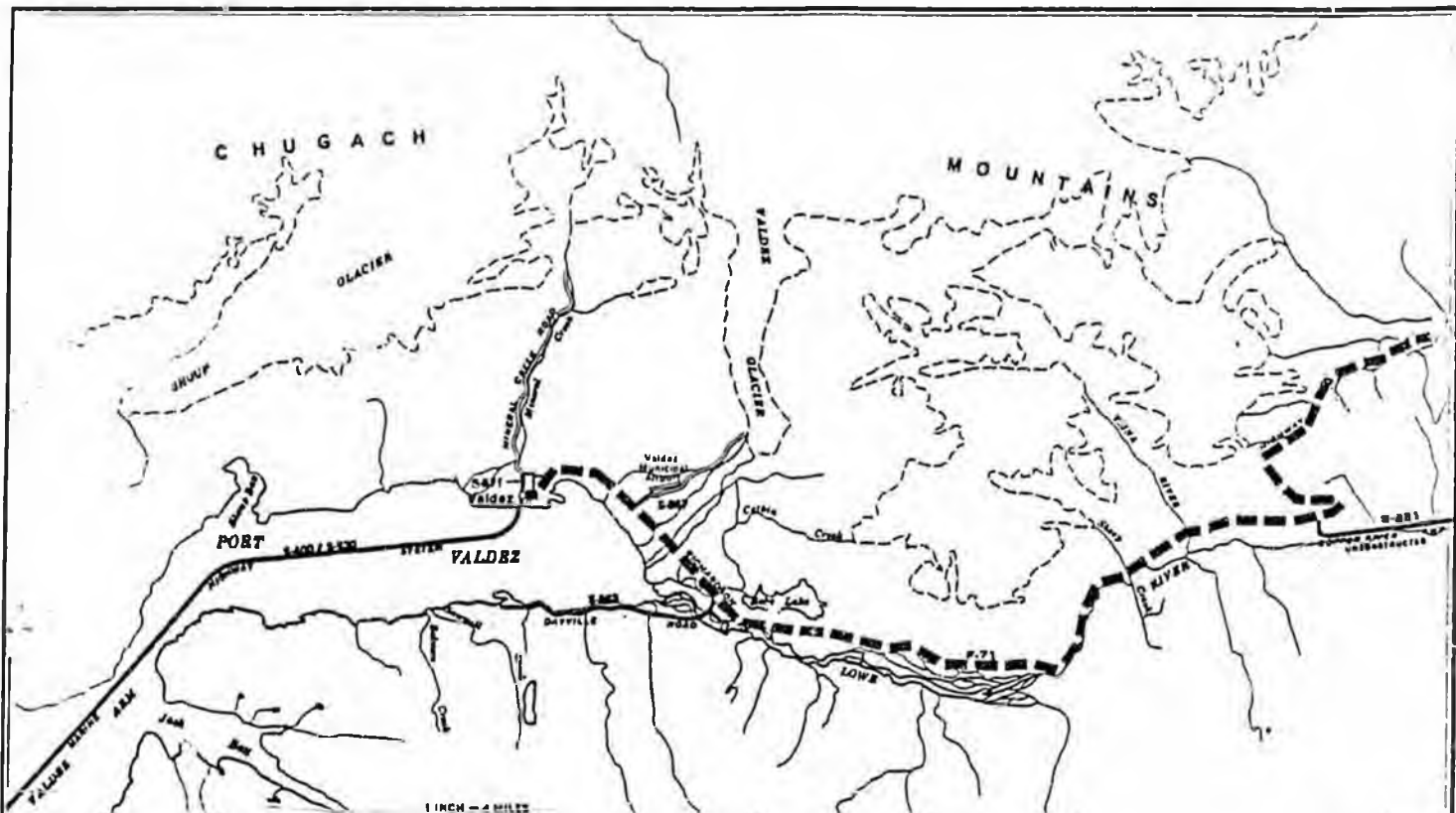
**JUNEAU URBAN AREA
FEDERAL AID SYSTEM**

LEGEND

- Federal Aid Primary
- Existing [Solid Line]
- Proposed [Dashed Line]
- Federal Aid Urban
- Existing [Dotted Line]
- Proposed [Dotted Line]







**FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1987**

Prepared By
ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
In Cooperation With
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

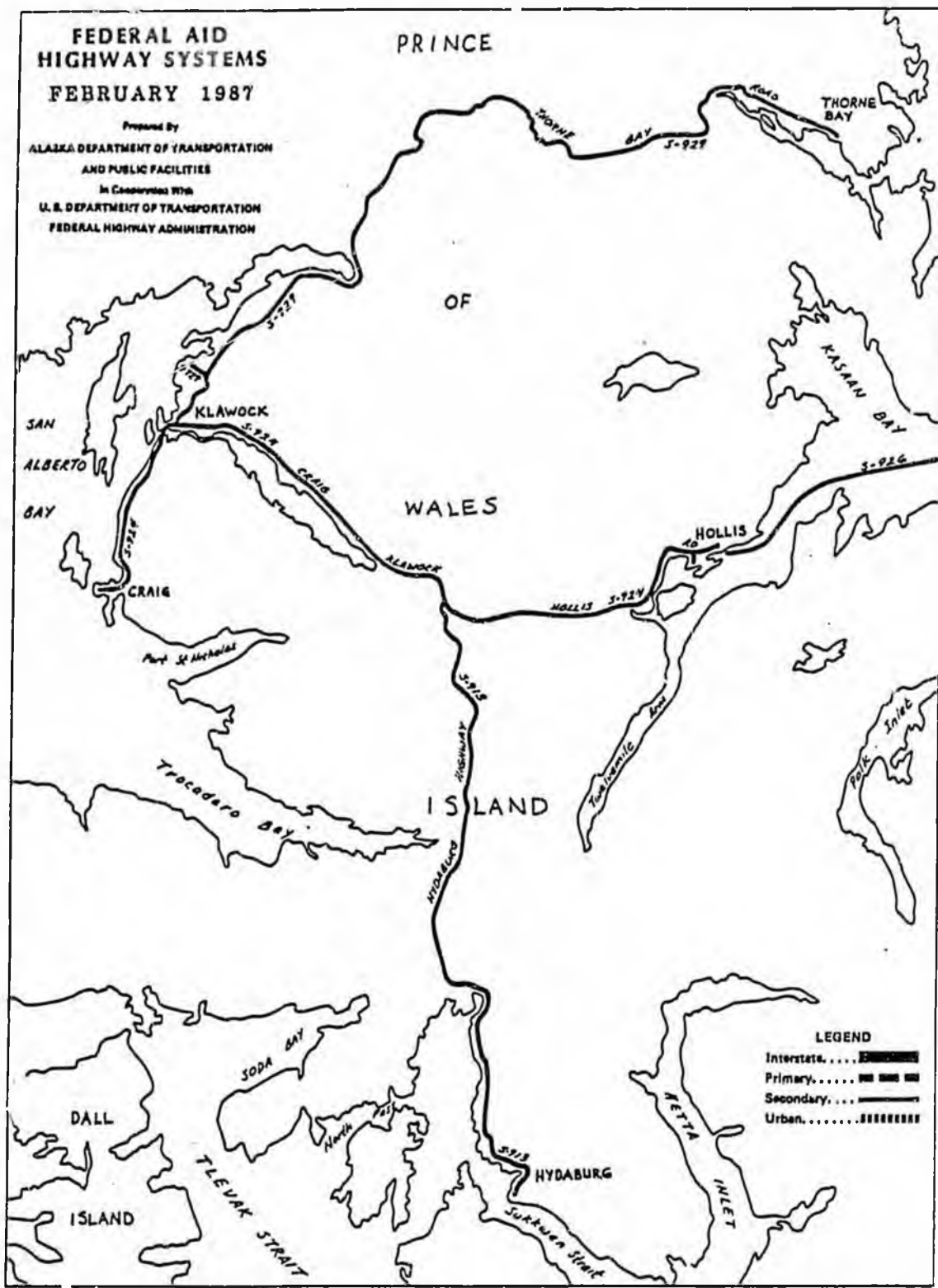
LEGEND

- Interstate.....
- Primary.....
- Secondary.....
- Urban.....

GULF OF ALASKA

**FEDERAL AID
HIGHWAY SYSTEMS
FEBRUARY 1987**

Prepared By
ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
In Cooperation With
U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION





Representative Bette Cato, Chair House Transportation Committee

SUBJECT OF MEETING:

DATE:

PLACE:

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
BOB RUBY	FEDERAL TRUCKS	PO BOX 16493 JUNEAU	99802	749-1459	586-7180	Y	N	FEDERAL AID PROGRAM
Jerry Heimbuch	FED Heavy ADU	SAME AS ABOVE		1258 789- 1258	586-7158	Y	(N)	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	

***GOVERNOR'S
CONFIRMATION***



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

February 8, 1989

The Honorable Sam Cotten
Speaker of the House
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Representative Cotten:

In accordance with AS 39.05.080 and Article III Sections 25 and 26 of the Alaska Constitution, I submit the following names for legislative confirmation of appointment to the positions noted:

DEPARTMENT OF COMMERCE AND ECONOMIC DEVELOPMENT
Commissioner Larry Mercurieff

L+C

DEPARTMENT OF LAW
Douglas B. Baily

Jud

DEPARTMENT OF NATURAL RESOURCES
Lennie Gorsuch

Res

BOARDS AND COMMISSIONS

Alaska State Board of Public Accountancy

Epperson, Mary - Homer

Term began 8/18/88 expires 4/25/92

Robb, CPA, Chris - Anchorage

Term began 8/3/88 expires 4/25/92

L+C

Alcoholic Beverage Control Board

Durny, Andy - Nulato

Term began 8/25/88 expires 1/31/91

Klein, Robert J. - Anchorage

Term began 8/25/88 expires 1/31/91

HESS

State Board of Registration for Architects, Engineers, and Land Surveyors

L+C

Bhargava, Raj - Anchorage

Original term began 11/14/84 reappointed 9/2/88

expires 7/1/92

February 8, 1989

Holdsworth, Phil R. - Juneau
Term began 9/2/88 expires 7/1/91
Kalen, Patrick - Fairbanks
Term began 9/2/88 expires 7/1/92
Peratrovich, Jr., Roy - Anchorage
Term began 9/2/88 expires 7/1/89
Rogers, Alan - Juneau
Term began 9/2/88 expires 7/1/92

Athletic Commission

Hall, Joe "B.J." B. - Fairbanks
Term began 7/18/88 expires 5/14/92
Reid, James A. - Juneau
Term began 5/13/88 expires 5/14/92

S A

Board of Governors of the Alaska Bar

Harrison, Andonia - Anchorage
Original term began 6/15/84 reappointed 7/1/88
expires 6/30/91

Jud

Board of Chiropractic Examiners

Ireland, D.C., Trevor V. - Anchorage
Term began 10/28/88 expires 7/15/92

HES

Board of Clinical Social Work Examiners

Fallon, Jr., MSW, ACSW, Ken P. - Palmer
Term began 1/13/89 expires 7/1/92
Greene, Marie - Kotzebue
Term began 1/13/89 expires 7/1/91
MacClarence, ACSW, Janet C. - Anchorage
Term began 1/13/89 expires 7/1/90
McMillan, ACSW, Pamela A. - Nome
Term began 1/13/89 expires 7/1/89
Stortz, MSW, ACSW, Libby Finesmith - Sitka
Term began 1/13/89 expires 7/1/90

HES

Alaska Commercial Fisheries Entry Commission

Twomley, Bruce C. - Juneau
Original term began 10/6/82 reappointed 8/18/88
expires 7/1/92

Res

Board of Dispensing Opticians

Thomas, Sharla S. - Anchorage
Original term began 11/30/84 reappointed 12/02/88
expires 6/14/92

HES

Board of Electrical Examiners

Boyd, Steven - Ketchikan
Term began 1/17/89 expires 7/1/90

Jsc

February 8, 1989

Dokken, Donald - Fairbanks
Term began 1/17/89 expires 7/1/91
Parks, Donald R. - Anchorage
Term began 1/17/89 expires 7/1/89

Board of Fisheries

Chihuly, Mike - Ninilchik
Term began 9/19/88 expires 1/31/91

Res

Guide Board

Ballenger, Ben G. - Kodiak
Original term began 3/2/87 reappointed 8/19/88
expires 6/15/92
Frost, Stanley - Anchorage
Original term began 3/2/87 reappointed 8/19/88
expires 6/15/92
McClintock, Sharon E. - Chugiak
Term began 2/6/89 expires 6/15/92

Res

Board of Marine Pilots

Lorch, William C. - Anchorage
Term began 10/28/88 expires 6/1/92
Sell, Russell M. - Anchorage
Term began 10/28/88 expires 6/1/92

TRA

Board of Mechanical Examiners

Carey, Raymond G. - Anchorage
Term began 1/13/89 expires 6/9/89
Perkins, Wesley S. - Nome
Term began 1/13/89 expires 6/9/91
Rutland, Eugene R. - North Pole
Term began 1/13/89 expires 6/9/90

A+C

State Medical Board

Bailey, Ray - Fairbanks
Term began 1/12/89 expires 8/13/92
Hensley, Abigale R. - Kotzebue
Original term began 2/10/86 reappointed 12/28/88
expires 1/9/93
Jelinek, M.D., Joan - Fairbanks
Term began 1/12/89 expires 11/06/92
Newman, M.D., Michael - Anchorage
Term began 7/18/88 expires 7/8/92

HES

Board of Nursing

Hewitt, LPN, Kathy - Fairbanks
Term began 8/2/88 expires 3/31/91
Stewart, RN, Gail - Anchorage
Term began 8/2/88 expires 3/31/92

HES

February 8, 1989

Board of Nursing Home Administrators

Vowell, Jr., John H. - Wrangell
Term began 8/19/88 expires 10/1/90

HES

Occupational Safety and Health Review Board

Hoff, Jr., Donald F. - Ketchikan
Original term began 4/1/86 reappointed 9/2/88
expires 8/1/92

J+C

Alaska Oil and Gas Conservation Commission

Chatterton, Clarence "Chat" V. - Anchorage
Original term began 12/18/81 reappointed 1/19/89
expires 12/31/94

Res

Johnston, David W. - Anchorage
Term began 1/19/89 expires 12/31/92

Board of Examiners in Optometry

Coon, O.D., Lynn D. - Wasilla
Term began 2/6/89 expires 6/15/92
Dobson, O.D., Steven S. - Anchorage
Term began 2/6/89 expires 6/15/91

HES

Personnel Board

Andrews, Michael C. - Fairbanks
Term began 8/25/88 expires 6/20/94

S A

Board of Pharmacy

Larson, R.Ph., William P. - Anchorage
Original term began 3/30/84 reappointed 8/19/88
expires 4/1/92

HES

Professional Teaching Practices Commission

Kahklen-Jones, Antoinette - Juneau
Term began 8/4/88 expires 7/1/91
McGuinness, Sherry - Soldotna
Term began 8/4/88 expires 7/1/91
Verg-in, Yen-ti - Sand Point
Term began 8/8/88 expires 7/1/91

HES

Board of Psychologist and Psychological Associate Examiners

Green, Ph.D., Kenneth D. - Fairbanks
Term began 1/19/89 expires 7/1/90
McCallon, Ph.D., Juanita H. - Auke Bay
Original term began 10/1/87 reappointed 7/13/88
expires 7/1/92
Mundorff, Charles R. - Eagle River
Term began 2/6/89 expires 7/1/92

HES

The Honorable Sam Cotten -5-
Speaker of the House

February 8, 1989

Public Offices Commission

SA

Wilson, M.D., Rodman - Anchorage
Term began 1/14/89 expires 2/1/92

Alaska Public Utilities Commission

JRC

O'Tierney, Daniel P. - Anchorage
Term begins 3/1/89 expires 10/31/94

Board of Veterinary Examiners

HES

Lewis, Bill - North Pole
Term began 8/15/88 expires 1/31/92

Violent Crimes Compensation Board

Jud

Eastaugh, Carol B. - Juneau
Original term began 1/29/81 reappointed 5/13/88
expires 12/15/89
Ingraham, Millard - Anchorage
Original term began 12/16/84 reappointed 5/13/88
expires 12/15/90

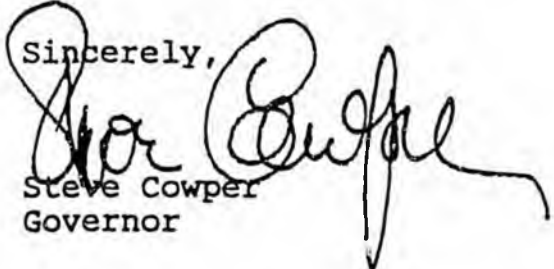
Alaska Worker's Compensation Board

JRC

Anders, Robert G. - Anchorage
Term began 10/1/88 expires 7/1/91
Chandler, Thomas W. - Ketchikan
Original term began 1961 reappointed 10/1/88
expires 7/1/91
Creed, John H. - Anchorage
Original term began 5/21/85 reappointed 10/1/88
expires 7/1/91
Smith, Darrell F. - Anchorage
Term began 8/19/88 expires 7/1/91
Whitbeck, Sr., Richard L. - Anchorage
Term began 2/3/89 expires 7/1/91

The resumes for these appointments will be submitted to the Sixteenth Alaska State Legislature through the clerks of both houses respectively.

Sincerely,


Steve Cowper
Governor

bcc: Senate Secretary
Chief Clerk
SC:SKG:kn

RUSSELL M. SELL

EDUCATION/TRAINING

University of Denver, Denver, Colorado (1967-1972)
B.A. History. Minor in Broadcast Journalism.

Stanford University, Palo Alto, California (1970)
B.A. Related Studies

Metropolitan State College, Denver, Colorado (1976-1977)
Aviation Management/Pilot Training

AREAS OF EXPERTISE

Business Development and Project Management.
Airport and Marine Terminal Facilities.
Plans Assessment for Aviation, Marine and Land
Logistics.
Materials Management.
Communications.
Remote Emergency Medical Support Services.

EMPLOYMENT

Underwater Construction Inc. Anchorage, Alaska 1987-
Present. Manager, Technical Services Division. Special
Project development and support services.

NORTEC A DIVISION OF ERT.(ENSR), Anchorage, Alaska, 1982
-1986. Manager of Technical Field Services. Business
development and special projects management for con-
struction and oil/gas exploration in Alaska. Full
preparation of plans of operations, cost estimates,
equipment and procurement as well as aquisition of ap-
propriate permits/licenses from regulatory agencies.

Eagle Enterprises. Inc., Anchorage, Alaska, Airport
Facilities Manager and Transportation Coordinator for
non-federal (FAR 121 and 135) flight operations
supporting remote onshore and Outer Continental Shelf
(OCS) oil and gas exploration.

Oceanroutes Inc., Palo Alto, California, Marine Science
Division. Provided Supplemental Aviation Weather
Reporting Services (SAWRS) for site specific aviation
and marine weather forecasting for the Lower Cook
Inlet, North Pacific and Bering Sea.

- 1985- EXXON COMPANY U.S.A. Project Manager responsible for establishing operational guidelines, training and permitting procedures for a proposed private flight service station on St. Paul Island, Alaska.
- 1985- Union Oil Company. Project coordinator for GREYLING PLATFORM oil well firefighting and well containment program. Responsible for mobilizing NORTEC wellkill/assessment support services to location. Additional responsibilities included purchasing, receiving, verification and transportation.
- 1895- Doug Russell and Associates. Established a satellite emergency medical clinic onboard Barge Tongass for the Diamond Shamrock Geophysical and Geotechnical Investigations at Granite Point, Alaska. Primary burn station and clinic alternate to GREYLING PLATFORM well containment program.
- 1984- Shell Western E & P, Inc. Project Manager providing technical guidance necessary to implement aviation/marine forecast service on location. Additional path studies, licensing and installation of all aviation aids-to-navigation, high frequency enroute communications and terminal advisory services. Established an onboard Advanced Cardiac Life Support (ACLS) clinic for 105 men and in-situ environmental data acquisition program for the Minerals Management Service (MMS).
- 1984- EXXON COMPANY U.S.A., Chevron Co. U.S.A., Gulf Production Company, Mobil Oil Company, Provided technical guidance for establishing National Weather Service (SAWRS) Stations and personnel to support FAR 135 helicopter operations in the Southern Bering Sea and Shelikof Straits from air support bases in Cold bay and Homer, Alaska.
- 1984- Champlin Oil Company. Provided terminal supervisors, expeditors, radio telephone operators and Emergency Medical Technicians (EMT) for exploration efforts in the Lower Cook Inlet, Alaska.

PROFESSIONAL REFERENCES

Ms. Anita Burke
Commissioner, Geotechnical Hazard Commission
Vice-President, Anchorage Foreign Trade Zone Board
Manager, Waste Management Services
NORTEC A DIVISION OF ERT
750 West Second Avenue, Ste.100
Anchorage, Alaska 99501

Mr. Robert A. Evans
Legislative Liaison
Office of the Governor
Pouch A
Juneau, Alaska 99811-0101

Mr. Robert Bundy, Esq.
Attorney of Law
Bogle and Gates
1031 West Fourth Avenue, Ste.600
Anchorage, Alaska 99501

Dr. Robert W. Rigg, MD
Flight Surgeon
Federal Aviation Administration
701 'C' Street
Box 14
Anchorage, Alaska 99513

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

RUSSELL M. SELL

EDUCATION/TRAINING

University of Denver, Denver, Colorado (1967-1972)
B.A. History. Minor in Broadcast Journalism.

Stanford University, Palo Alto, California (1970)
B.A. Related Studies

Metropolitan State College, Denver, Colorado (1976-1977)
Aviation Management/Pilot Training

AREAS OF EXPERTISE

Business Development and Project Management.
Airport and Marine Terminal Facilities.
Plans Assessment for Aviation, Marine and Land
Logistics.
Materials Management.
Communications.
Remote Emergency Medical Support Services.

EMPLOYMENT

Underwater Construction Inc. Anchorage, Alaska 1987-
Present. Manager, Technical Services Division. Special
Project development and support services.

NORTEC A DIVISION OF ERT.(ENSR), Anchorage, Alaska, 1982
-1986. Manager of Technical Field Services. Business
development and special projects management for con-
struction and oil/gas exploration in Alaska. Full
preparation of plans of operations, cost estimates,
equipment and procurement as well as aquisition of ap-
propriate permits/licenses from regulatory agencies.

Eagle Enterprises. Inc., Anchorage, Alaska, Airport
Facilities Manager and Transportation Coordinator for
non-federal (FAR 121 and 135) flight operations
supporting remote onshore and Outer Continental Shelf
(OCS) oil and gas exploration.

Oceanroutes Inc., Palo Alto, California, Marine Science
Division. Provided Supplemental Aviation Weather
Reporting Services (SAWRS) for site specific aviation
and marine weather forecasting for the Lower Cook
Inlet, North Pacific and Bering Sea.

PROFESSIONAL EXPERIENCE

- 1987-
- 1988- Marathon Oil Company. Project Coordinator for STEELHEAD PLATFORM oil well firefighting and well containment program. Responsible for mobilizing NORTEC well kill/assessment support services on location. Purchasing, inventory verification, warehousing and transportation of all equipment services to the Lower Cook Inlet, Alaska.
- 1986- Amerada Hess Corporation. Technical support and data interpretation for Tier II Drilling Exclusions presented to the Department of Natural Resources for the office of Management and Budget.
- 1986- EXXON COMPANY U.S.A.. Project logistics support for offshore oil and gas exploration (ORION #1) onboard Global Marine-Glomar Peaufort Sea #1, Artic Ocean, Alaska.
- 1986- NORTEC A DIVISION OF ERT. Co-authored Plan of Operations for Deep Stratagraphic Test Well in the Chukchi Sea (OCS Lease Sale 109). Evaluated aviation support facilities, telecommunications, wareship and ice management services for RFP preparation.
- 1985-
- 1986- NORTEC A DIVISION OF ERT. Authored Plan of Operations for airmobile geophysical camp 200 miles West of Pt. Barrow, Alaska.
- 1985- EXXON COMPANY U.S.A.. Consultation on low level FAR 121 helecopeter route structures with the Federal Aviation Administration (A.R.T.C.C.), Anchorage. Responsible for developing operation guidelines for IFR enroute position reporting and communications beyond St.Paul Island radar control.
- 1985- EXXON COMPANY U.S.A., AMOCO Production Company, ARCO Alaska, Inc.. Designed and implemented an FAA approved private flight service station on St.Paul Island, Alaska. Provided terminal and enroute weather, communications and clearance delivery.

- 1985- EXXON COMPANY U.S.A. Project Manager responsible for establishing operational guidelines, training and permitting procedures for a proposed private flight service station on St. Paul Island, Alaska.
- 1985- Union Oil Company. Project coordinator for GREYLING PLATFORM oil well firefighting and well containment program. Responsible for mobilizing NORTEC wellkill/assessment support services to location. Additional responsibilities included purchasing, receiving, verification and transportation.
- 1895- Doug Russell and Associates. Established a satellite emergency medical clinic onboard Barge Tongass for the Diamond Shamrock Geophysical and Geotechnical Investigations at Granite Point, Alaska. Primary burn station and clinic alternate to GREYLING PLATFORM well containment program.
- 1984- Shell Western E & P, Inc. Project Manager providing technical guidance necessary to implement aviation/marine forecast service on location. Additional path studies, licensing and installation of all aviation aids-to-navigation, high frequency enroute communications and terminal advisory services. Established an onboard Advanced Cardiac Life Support (ACLS) clinic for 105 men and in-situ environmental data acquisition program for the Minerals Management Service (MMS).
- 1984- EXXON COMPANY U.S.A., Chevron Co. U.S.A., Gulf Production Company, Mobil Oil Company, Provided technical guidance for establishing National Weather Service (SAWRS) Stations and personnel to support FAR 135 helicopter operations in the Southern Bering Sea and Shelikof Straits from air support bases in Cold bay and Homer, Alaska.
- 1984- Champlin Oil Company. Provided terminal supervisors, expeditors, radio telephone operators and Emergency Medical Technicians (EMT) for exploratipon efforts in the Lower Cook Inlet, Alaska.

- 1982-
 1983- ARCO Alaska Inc. Aviation and marine forecast support services for Deep Stratigraphic Test Wells St. George, North Aleutian Shelf and Navarrin Basin located in the Bering Sea. Ship routing and storm track avoidance for three North Pacific passages during exploration program.
- 1981-
 1982- Chevron Co.U.S.A. Airport Manager and freight coordinator for remote exploration in the Brooks Range. Responsible to Chevron Transportation for repositioning 8,000,000 lbs of mixed drilling and camp equipment in ten (10) days utilizing five Lockheed C-130-385 Hercules.
- 1980-
 1981 EXXON COMPANY U.S.A.. Transportation coordinator for construction and exploration efforts in the Point Thompson lease area East of Deadhorse, Alaska.

LICENSES AND ASSOCIATIONS

Private Pilot (SEL)
 FCC Marine Radio Operators Permit MP-23-77
 National Weather Service (NOAA) Certificate for Surface Observations

National Registry of Emergency Medical Technicians
 #NA 546274
 State of Alaska Emergency Medical Technician #84124295

PERSONNEL INTERESTS

Alaska-Korean Business Council
 Alaska Industrial Development and Export Authority
 Marine and Subsea technology
 Municipal Geotechnical and Hazardous Waste Commission
 Hope Cottages
 Alaskan Carelift Project
 Democratic Party State Convention Delegate

PROFESSIONAL REFERENCES

Ms. Anita Burke
Commissioner, Geotechnical Hazard Commission
Vice-President, Anchorage Foreign Trade Zone Board
Manager, Waste Management Services
NORTEC A DIVISION OF ERT
750 West Second Avenue, Ste.100
Anchorage, Alaska 99501

Mr. Robert A.Evans
Legislative Liasion
Office of the Governor
Pouch A
Juneau, Alaska 99811-0101

Mr. Robert Bundy, Esq.
Attorney of Law
Bogle and Gates
1031 West Fourth Avenue, Ste.600
Anchorage, Alaska 99501

Dr. Robert W.Rigg, MD
Flight Surgeon
Federal Aviation Administration
701 'C' Street
Box 14
Anchorage, Alaska 99513

Alaska State Legislature

House of Representatives

Committee on Transportation

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



Rep. Bette Cato, Chairman

The House Transportation Committee has considered the following appointments for boards and/or commissions, and expressed no objections or recommendations to the following:

1. Board of Marine Pilots

William C. Lorch
Russell M. Sell

- Anchorage
- Anchorage

APPROVE

DISAPPROVE

Bette Cato
Richard Sorey
Ben Sorey
Grew Hansen
Bill Hansen

Alaska State Legislature



House of Representatives

Committee on Transportation

Rep. Bette Cato, Chairman

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

HOUSE TRANSPORTATION COMMITTEE

LETTER OF INTENT FOR CONFIRMATION

"The House Transportation Committee recommends that the Marine Pilots Board go on record supporting the mandatory random drug & alcohol testing for all Marine Pilots operating in Alaskan waters."

Bette Cato

Chairman, House Transportation
April 25, 1989

**LOCAL
SERVICE
ROADS &
TRAILS
PROGRAM
(LSR&T)
/RS 2477'S**

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

POUCHY - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMFR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

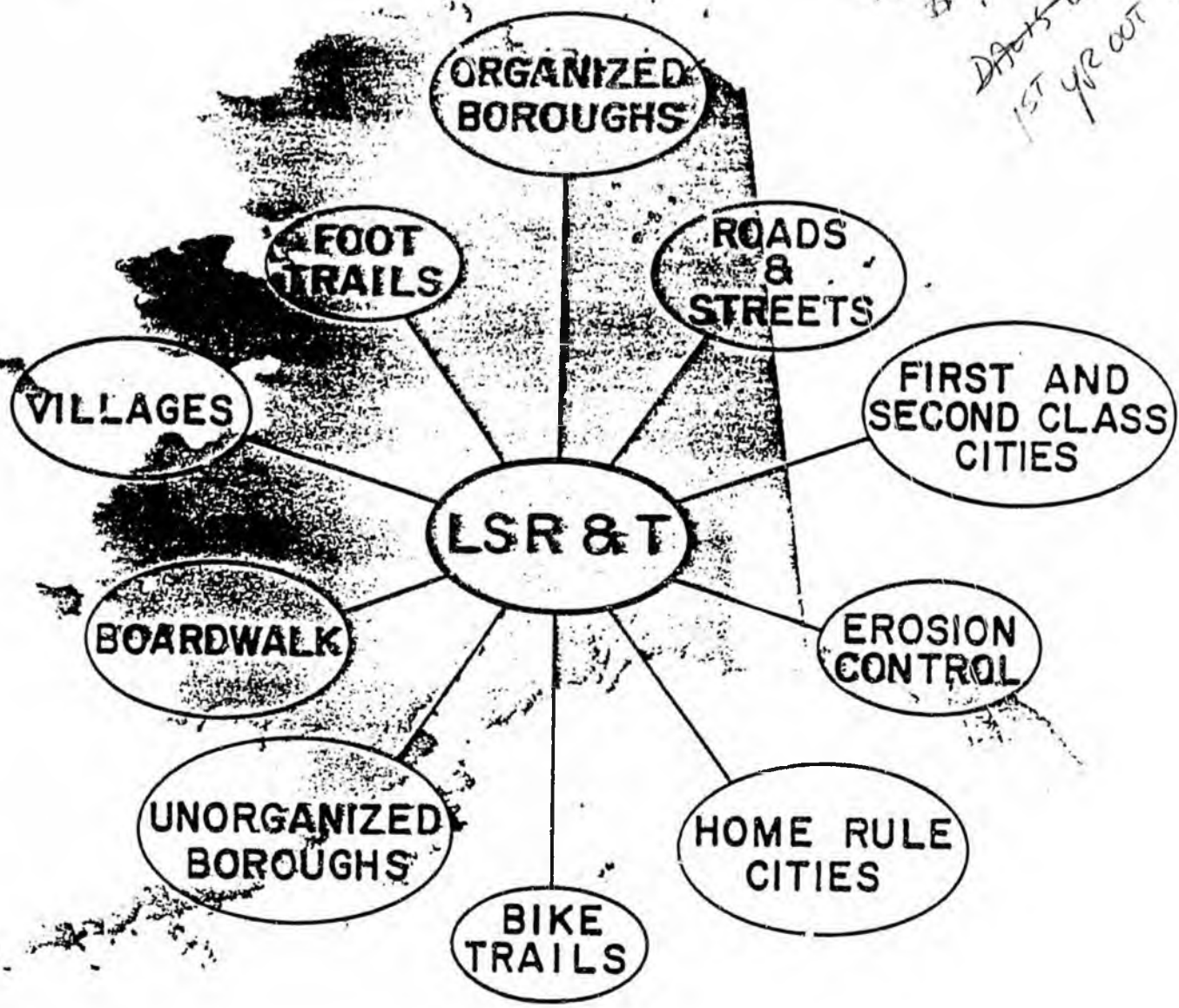
House Transportation

3/6/90

LOCAL SERVICE ROADS AND TRAILS PROGRAM

2 MAR 88

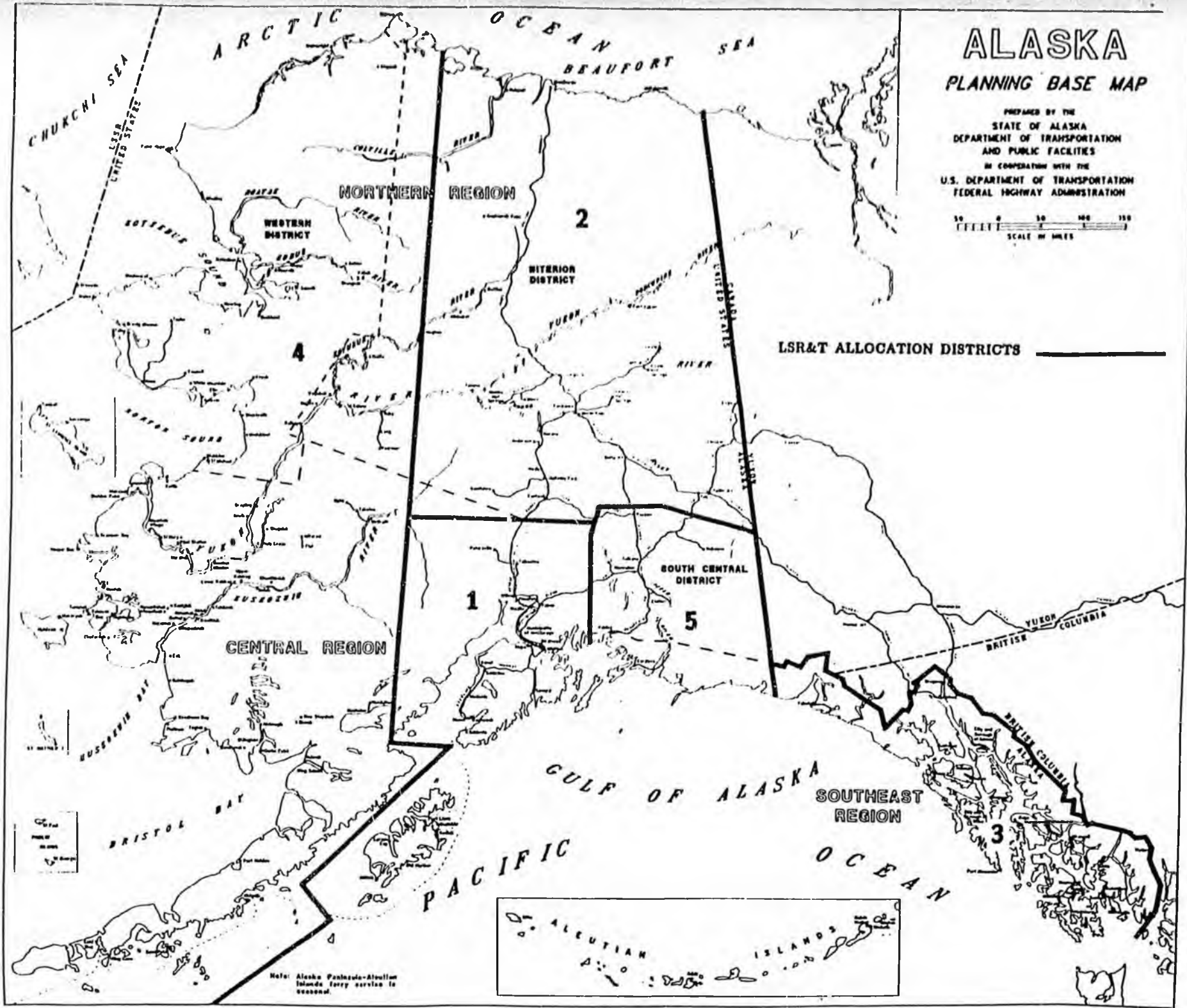
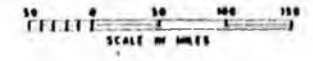
R/W NC'S
BZ - 5-10 mi
DAYS BNC?
1ST YR OUT of BZ?



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ALASKA PLANNING BASE MAP

PREPARED BY THE
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



LSR&T ALLOCATION DISTRICTS

Note: Alaska Peninsula-Aleutian Islands Ferry service is seasonal.

HISTORY

LOCAL SERVICE ROADS AND TRAILS PROGRAM

Primary Functions:

The Local Service Roads and Trails (LSR&T) program was established by the State Legislature in 1971 to provide for special needs of "bush" communities, rural communities and communities both within and outside of organized boroughs.

The Local Service Roads and Trails program was designed to aid communities that do not have either the financial means or the technical expertise to accomplish a project alone. These projects are in the nature of roads, trails, bridges and boardwalks.

The LSR&T Program is wholly State funded. Generally, local government projects are contracted; although some local governments prefer to utilize their own forces. In remote areas, local labor and equipment rental is often utilized to construct LSR&T projects. When equipment is not available to rent, State equipment is utilized. Contract construction in remote areas is utilized only when it is cost effective.

The scope of LSR&T is basically three-fold. This is particularly true for "bush" projects. It provides:

1. Needed projects to communities that do not have the capabilities of accomplishing a project alone without assistance.
2. A source of training for construction work by employing local residents as laborers and equipment operators.
3. Supplemental income to communities that are single-income or subsistence oriented.

Project Limitations:

LSR&T road projects are confined to roads which are not part of the federal-aid system, (secondary roads excepted) and are not the responsibility of corporate units or private individuals but are dedicated to public use. These projects cover wide ranging road needs. They include State recreation routes, connections between outlying villages and airports, villages and canneries, villages and port facilities, short routes needed to better integrate subdivision roads and State highways, and improvements to existing local roads.

Statutory Authority:

AS 19.30.111 - 19.30.251 as follows:

Article 3. Local Service Roads and Trails.

Section	Section
111. Purpose	171. Acquisition and conveyance of rights-of-way
121. Regulations	181. Project agreements
127. Allocation districts	191. Letting of contracts
131. Allocation of funds	201. Construction
141. Acquisition and construction programs	211. Maintenance
151. Local government participation	221. Availability of allocated sums
161. Design standards, rights-of-way, and widths	233. Reports
	241. Definitions
	261. Local government powers

Sec. 19.30.110. [Repealed, § 1 ch 84 SLA 1971.]

Sec. 19.30.111. Purpose. It is the purpose of AS 19.30.111 — 19.30.251 to provide for the acquisition and construction of local service roads and trails that are not included in the approved federal-aid primary highway systems eligible for federal-state matching funds. (§ 2 ch 84 SLA 1971; am § 1 ch 38 SLA 1981)

Collateral references. — 39 Am. Jur. 2d, Highways, Streets and Bridges, §§ 178-180

39A C.J.S., Highways, §§ 141-143.
Power to directly regulate or prohibit abutter's access to street or highway. 73 ALR2d 652.

Accidents arising from merger of traffic on limited-access highway with that from service road or ramp. 49 ALR3d 1429.

Measure and elements of damage for limitation of access caused by conversion of conventional road into limited access highway. 42 ALR3d 148.

Sec. 19.30.120. [Repealed, § 1 ch 84 SLA 1971.]

Sec. 19.30.121. Regulations. The commissioner may adopt regulations necessary to carry out AS 19.30.111 — 19.30.241. (§ 2 ch 84 SLA 1971)

Sec. 19.30.127. Allocation districts. The state is divided into five allocation districts as follows:

(1) The boundary of allocation district one begins in Kamishak Bay at 59° 15' N, 154° 00' W; and travels north along longitude line 154° 00' W to latitude 63° 00' N; thence east along latitude line 63° 00' N to a point common with the boundaries of allocations districts two and

five; southerly of the Denali Highway at Corkscrew Creek (Milepost 59.1); thence southerly to Prince William Sound at Fairmount Point 60° 53' 45" N, 147° 27' W and inclusive of Kodiak, Afognak, Barren, Trinity, and Chirjkof Islands.

(2) The boundary of allocation district two begins at and includes the point at which the Alaska Highway intersects the Alaska-Yukon border; travels northwesterly to the west abutment of the Little Tok River Bridge on Tok Cutoff Highway (Milepost 91.2); thence west to the northerly abutment of the McCallum Creek Bridge on the Richardson Highway (Milestone 202.4); thence west to a point directly north of the Denali Highway at Corkscrew Creek (Milepost 59.1); thence southwesterly to the Glenn Highway at Summit (Milepost 118) and continuing along that line to latitude 63° 00' N; thence west along latitude 63° 00' N; to longitude 154° 00' W; thence north along longitude 154° 00' W to the Arctic Ocean.

(3) The boundary of allocation district three begins in the Gulf of Alaska on longitude line 141° 00' W; thence north along longitude 141° 00' W to Boundary Point 187; thence southeasterly along the Canadian-United States border bounding Southeastern Alaska in its entirety.

(4) The boundary of allocation district four begins in the Arctic Ocean at Smith Bay 70° 54' N, 154° 19' W; on longitude line 154° 00' W; travels south along longitude 154° 00' W to latitude 59° 15' N in Kamishak Bay; thence east along latitude 59° 15' N to longitude 152° 15' W; thence southwesterly through Shelikof Strait and bounds of the entire Aleutian Chain.

(5) The boundary of allocation district five begins at the Gulf of Alaska on longitude line 141° 00' W and travels northerly along that line to the point (but not including the point) at which Alaska Highway intersects the Alaska-Yukon border; thence northwesterly to the west abutment of the Little Tok River Bridge on the Tok Cutoff Highway (Milepost 91.2); thence west to the northerly abutment of McCallum Creek Bridge on the Richardson Highway (Milepost 202.40); thence west to the point directly north of Denali Highway at Corkscrew Creek (Milepost 59.1); thence southwesterly to the Glenn Highway at Summit (Milepost 118); thence southerly to Prince William Sound at Fairmount Point 60° 53' 45" N, 147° 27' W. (§ 2 ch 84 SLA 1971)

Sec. 19.30.130. [Repealed, § 1 ch 84 SLA 1971.]

Sec. 19.30.131. Allocation of funds. (a) During each fiscal year the commissioner shall allocate sums appropriated or otherwise designated for expenditure upon local service roads for that fiscal year among the five allocation districts in the following manner: one-half in the ratio that the area of each allocation district bears to the total

area of the state and one-half in the ratio that the population of each allocation district bears to the total population of the state as shown by the latest available federal or state census or other census approved by the Department of Community and Regional Affairs.

(b) The commissioner shall also further allocate the sums in each allocation district to the boroughs and unified municipalities within each allocation district in the following manner: one-half in the ratio that the area of each organized borough or unified municipality (excluding salt water areas) within that district bears to the total area of the allocation district and one-half in the ratio that the population of each organized borough area or each unified municipality within that district bears to the total population of the allocation district as shown by the latest available federal or state census or other census approved by the Department of Community and Regional Affairs.

(c) The commissioner shall also further allocate portions of the sum allocated to any organized borough and to any home rule city within the organized borough in the following manner:

(1) one-half in the ratio that the area of each home rule city bears to the total area of the organized borough, excluding salt water areas; and

(2) one-half in the ratio that the population of each home rule city bears to the total population of the organized borough as shown by the latest available federal or state census or other census approved by the Department of Community and Regional Affairs.

(d) The sums not allocated within each district to a local government under (b) and (c) of this section shall be allocated to the unorganized borough and administered by the department. (§ 2 ch 84 SLA 1971; am § 2 ch 38 SLA 1981; am §§ 1 — 3 ch 5 SLA 1986)

Effect of amendments. — The 1986 amendment in subsection (a) inserted "or state" preceding "census" near the end of the subsection and added the language beginning "or other census" at the end of the subsection; in subsection (b) inserted "and unified municipalities" preceding "within each allocation district," "or unified municipality" preceding "(excluding salt water areas)," "or each unified municipality" following "organized borough area" and "or state" preceding "census" and added the language beginning "or other census" at the end of the subsection; and

in subsection (c) in the introductory language substituted "organized borough" for "borough, either organized or unorganized," deleted "or first class" following "home rule" and inserted "organized" following "city within the"; in paragraph (1) deleted "or first class" following "home rule" and inserted "organized" preceding "borough"; and in paragraph (2) deleted "or first class" following "home rule," inserted "organized" preceding "borough" and "or state" preceding "census," and added the language beginning "or other census" at the end of the subsection.

Sec. 19.30.140. [Repealed, § 1 ch 84 SLA 1971.]

Sec. 19.30.141. Acquisition and construction programs. Before October 1 of each fiscal year each local government eligible for allocation of funds under AS 19.30.131 shall submit to the commissioner for approval a five-year plan for the acquisition and construction of local service roads and trails. Before December 1 of each fiscal year the commissioner shall submit to the governor a five-year plan for the acquisition and construction of local service roads and trails, including the approved local government programs. An organized borough shall include in its five-year plan local service road acquisition and construction programs for all cities other than home rule cities within the boundaries of the borough. The commissioner shall include in the five-year plan local service road and trail acquisition and construction within the unorganized borough. (§ 2 ch 84 SLA 1971; am § 3 ch 38 SLA 1981; am § 4 ch 5 SLA 1986)

Effect of amendments. — The 1986 amendment deleted "and first class" following "other than home rule" in the next-to-last sentence and substituted "the" for "his" preceding "five-year plan" in the last sentence.

Sec. 19.30.150. [Repealed, § 1 ch 84 SLA 1971.]

Sec. 19.30.151. Local government participation. (a) Upon application by a local government, local service roads and trails constructed under the provisions of AS 19.30.111 — 19.30.241 and located within the jurisdictional boundaries of a local government may be transferred to that local government upon approval by the department and after a vote of the people in the area.

(b) The commissioner shall, upon request of a local government, transfer funds allocated under AS 19.30.131 to any local government that has assumed local road powers for project cost amounts and contract award amounts submitted to the commissioner.

(c) AS 19.30.111 — 19.30.241 do not prohibit a local government from participating financially in the acquisition and construction of a local service road or trail. (§ 2 ch 84 SLA 1971; am §§ 2, 3 ch 168 SLA 1980; am § 4 ch 38 SLA 1981)

Sec. 19.30.160. [Repealed, § 1 ch 84 SLA 1971.]

Sec. 19.30.161. Design standards, rights-of-way, and widths. Design standards, rights-of-way, and widths for each local service road and trail project must have the prior approval of the commissioner, unless the project is under the supervision of a local government that has assumed local road powers. Where approval is required the commissioner must make a decision within 90 days after the De-

partment of Transportation and Public Facilities receipt of the local government's request. If the project is under the supervision of a local government that has assumed road powers and the project is not located on a federal-aid secondary route, design standards, rights-of-way, and widths shall be established by the local government. If a project under the supervision of a local government that has assumed road powers is located on a federal-aid secondary route, design standards, rights-of-way, and widths must have the prior approval of the commissioner. (§ 2 ch 84 SLA 1971; am § 4 ch 168 SLA 1980; am § 5 ch 5 SLA 1986)

Effect of amendments. — The 1986 amendment in the first sentence substituted "must" for "shall," added the second sentence, in the third sentence inserted

"and the project is not located on a federal-aid secondary route," added the last sentence, and made minor punctuation changes.

Sec. 19.30.170. [Repealed, § 1 ch 84 SLA 1971.]

Sec. 19.30.171. Acquisition and conveyance of rights-of-way.

(a) The local government shall acquire all rights-of-way required for local service road and trail construction. However, if the local government is unable to acquire the necessary right-of-way, the commissioner may acquire it in accordance with AS 19.05.080 — 19.05.120. The commissioner may convey to the local government, by appropriate instrument executed in the name of the state, any land or interest in land which has been acquired by the state for the construction of local service roads or trails.

(b) The costs incurred by the commissioner in acquiring this land or interest in land includes all costs and any fees incidental to acquisition. All costs incurred in connection with the acquisition of the land or interest in land for local governments that have assumed local road powers shall be charged to the project allocation for which the land or interest in land is acquired. Right-of-way acquisition costs incurred by the commissioner for local governments without local road powers under AS 19.30.151(a) shall be charged to the project allocation for the local government for which the land or interest in land is acquired.

(c) When rights-of-way for local service roads are acquired over land or interest in land owned by the state, the commissioner may make arrangements with the department having jurisdiction over the land as may be necessary to give the local government adequate rights-of-way, and any department having jurisdiction is directed to transfer the jurisdiction of the land to the commissioner. (§ 2 ch 84 SLA 1971; am § 17 ch 71 SLA 1972; am § 5 ch 168 SLA 1980; am § 5 ch 38 SLA 1981)

Sec. 19.30.181. Project agreements. A local government that has assumed local road powers may enter into a formal project agreement with the commissioner for the acquisition and construction of a specific project. (§ 2 ch 84 SLA 1971; am § 6 ch 168 SLA 1980; am § 6 ch 38 SLA 1981)

Sec. 19.30.191. Letting of contracts. (a) *[Repealed, § 16 ch 168 SLA 1980.]*

(b) Contracts entered into by a local government that has assumed local road powers for the construction of each project shall be awarded only on the basis of the lowest responsible bid submitted by a bidder meeting established criteria of responsibility.

(c) All contracts by a local government that has not assumed local road powers must have the prior concurrence of the commissioner. The commissioner may delegate the power to approve contracts to a local government that has assumed local road powers for the acquisition and construction of local service roads and trails.

(d) Except as provided in (b) and (c) of this section and in AS 44.33.300, construction of each project shall be administered by the department in accordance with guidelines established by the commissioner by regulation. (§ 2 ch 84 SLA 1971; am § 4 ch 277 SLA 1976; am §§ 7 — 9, 16 ch 168 SLA 1980; §§ 7, 8 ch 38 SLA 1981)

Sec. 19.30.201. Construction. Except as provided under AS 19.30.161, the construction of a local service road or trail undertaken by the department or under its direct supervision under the provisions of AS 19.30.111 — 19.30.241, shall be performed according to approved design standards and is subject to the inspection and approval of the commissioner. All construction work done and labor performed by or under the direct supervision of the department shall be in accordance with applicable state law. (§ 2 ch 84 SLA 1971; am § 10 ch 168 SLA 1980; am § 9 ch 38 SLA 1981)

Sec. 19.30.211. Maintenance. (a) The department shall maintain, or cause to be maintained, any project constructed by the department under the provisions of AS 19.30.111 — 19.30.241, except that upon mutual agreement of the commissioner and the local government the responsibility for maintenance may be transferred to the local government if it is authorized to assume road maintenance powers.

(b) The department shall continue maintenance on all projects maintained by the department on January 1, 1980.

(c) A local government may contract with the department for maintenance of a project. The maximum annual maintenance cost to the local government may not exceed twice the amount of state aid to municipalities for roads. (§ 2 ch 84 SLA 1971; am § 11 ch 168 SLA 1980)

Sec. 19.30.221. Availability of allocated sums. (a) On and after the date that the commissioner has certified the sums allocated to each local government, the sums shall be available for expenditure under the provisions of this chapter.

(b) These allocated sums shall be available for expenditure for a period of five years after the close of the fiscal year for which the sums are authorized and any amounts so obligated remaining unexpended at the end of that period shall lapse and shall be available for other local service road or trail construction within that allocation district in accordance with AS 19.30.111 — 19.30.241.

(c) This section applies to sums transferred under AS 19.30.151(b).

(d) The payment of royalties required to obtain materials to construct local service road and trail projects is a valid expenditure under this chapter. (§ 2 ch 84 SLA 1971; am § 12 ch 158 SLA 1980)

Sec. 19.30.231. Payment for construction. [Repealed, § 15 ch 158 SLA 1980.]

Sec. 19.30.233. Reports. (a) No later than October 1 of each year, a local government that has received money under AS 19.30.151(b) shall prepare a report showing the use of the money by the local government during the preceding 12 months. The local government shall submit a copy of the report to the commissioner.

(b) No later than December 1 of each year, the commissioner shall prepare a report showing the use of the money allocated under this chapter during the preceding 12 months and a report on the status of all projects under this chapter for which the department has construction responsibility. The commissioner shall submit copies of the reports to the governor. (§ 13 ch 158 SLA 1980)

Sec. 19.30.241. Definitions. In AS 19.30.111 — 19.30.241

(1) "commissioner" means the commissioner of transportation and public facilities;

(2) "construction" means the building of a new road, street or trail or the improvement of existing roads, streets or trails and includes the necessary preliminary engineering, construction engineering and utility relocation;

(3) "department" means the Department of Transportation and Public Facilities;

(4) "home rule city" means a city as defined in AS 29.04.010;

(5) "local government" means an organized borough of any class, a unified municipality, or a city of any class;

(6) "local service road" means a public road that is used by an average of fewer than 750 vehicles each day and that is not designated as a route on the approved primary, urban, or interstate federal-aid highway system;

(7) "project" means an undertaking to construct a particular portion of a local service road or trail, or, if the context so implies, the particular portion of a local service road or trail so constructed;

(8) "secondary road" means a road that is not included in the approved federal-aid primary highway system and is being maintained by the state or local government;

(9) "trail" means a footpath or way on land or water that is open to public use as a matter of right whether or not a thoroughfare, particularly for dogs, sleds and mechanized snow vehicles. (§ 2 ch 84 SLA 1971; am § 30 ch 53 SLA 1973; am § 14 ch 158 SLA 1980; am §§ 10, 11 ch 38 SLA 1981; am §§ 45, 46 ch 74 SLA 1985; am §§ 8, 7 ch § SLA 1986)

Revisor's notes. — Reorganized in 1985 to alphabetize the defined terms.

Effect of amendments. — The 1985 amendment in paragraph (4) substituted "AS 29.04.010" for "AS 29.06.010" and in paragraph (5) deleted "organized under AS 29.68.240 — 29.68.440" following "unified municipality" and substituted "first class city" for "city of the first class." The 1986 amendment in paragraph (5)

deleted "a home rule city" following "municipality," and substituted "city of any class" for "first class city"; and in paragraph (6) substituted "that is used by an average of fewer than 750 vehicles each day and that" for "which" and inserted "primary, urban, or interstate."

Legislative history reports. — For report on ch. 53, SLA 1973 (CBI[B 382]), see 1973 House Journal, pp. 793, 845.

Sec. 19.30.251. Local government powers. Road construction and maintenance authority is granted to local governments, as defined in AS 19.30.241, which do not otherwise have that authority; however, the authority granted is limited to participation in the construction and maintenance of local service roads under AS 19.30.111 — 19.30.241. (§ 2 ch 84 SLA 1971)

**TYPICAL
ALLOCATION OF LSR & T FUNDS
FLOW CHART**

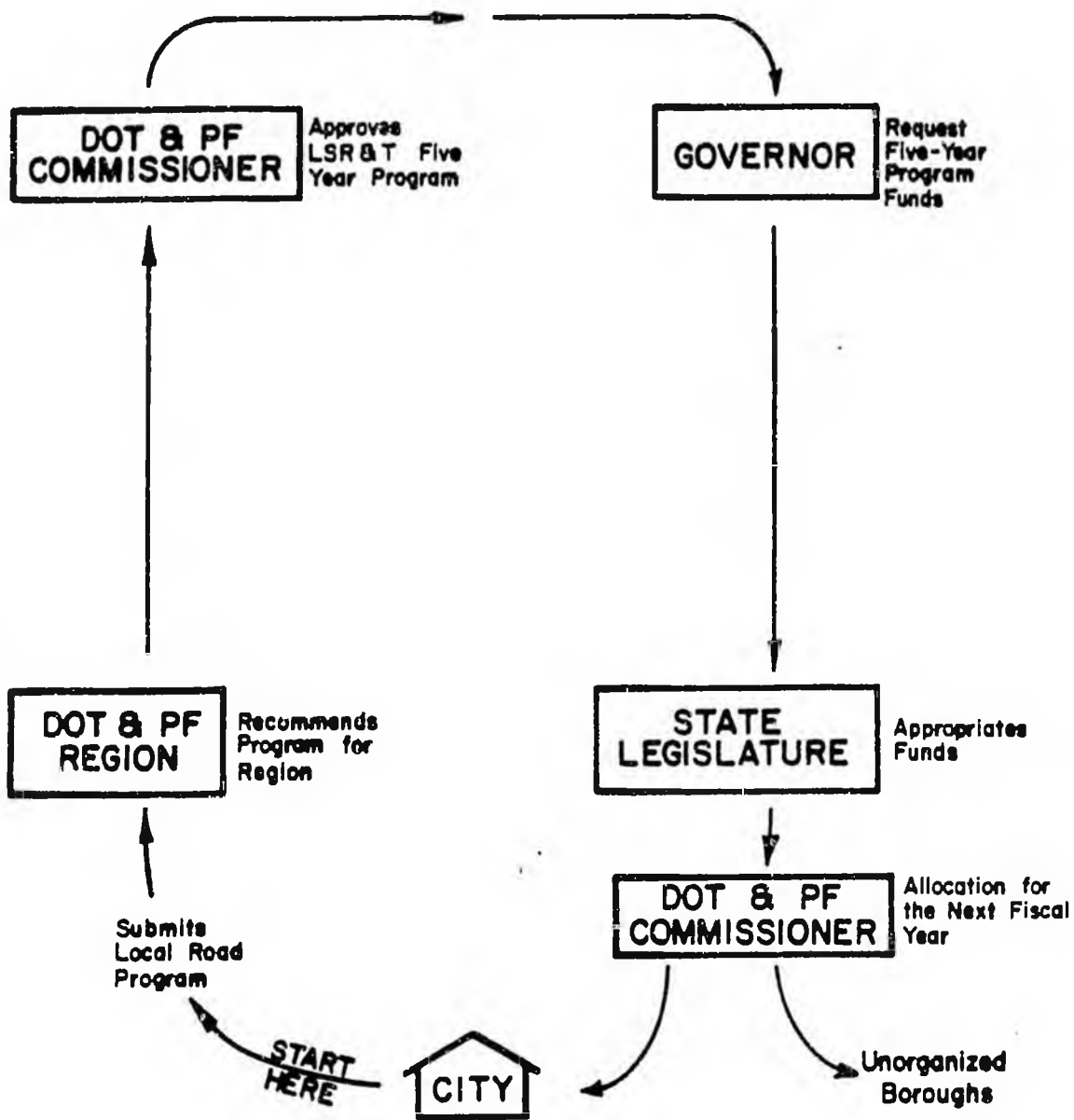


FIGURE 1

NARRATIVE

LOCAL SERVICE ROADS & TRAILS PROGRAM

The Local Service Roads and Trails Program provides for construction of local roads and trails which are not included in the federal-aid primary, urban or interstate highway systems.

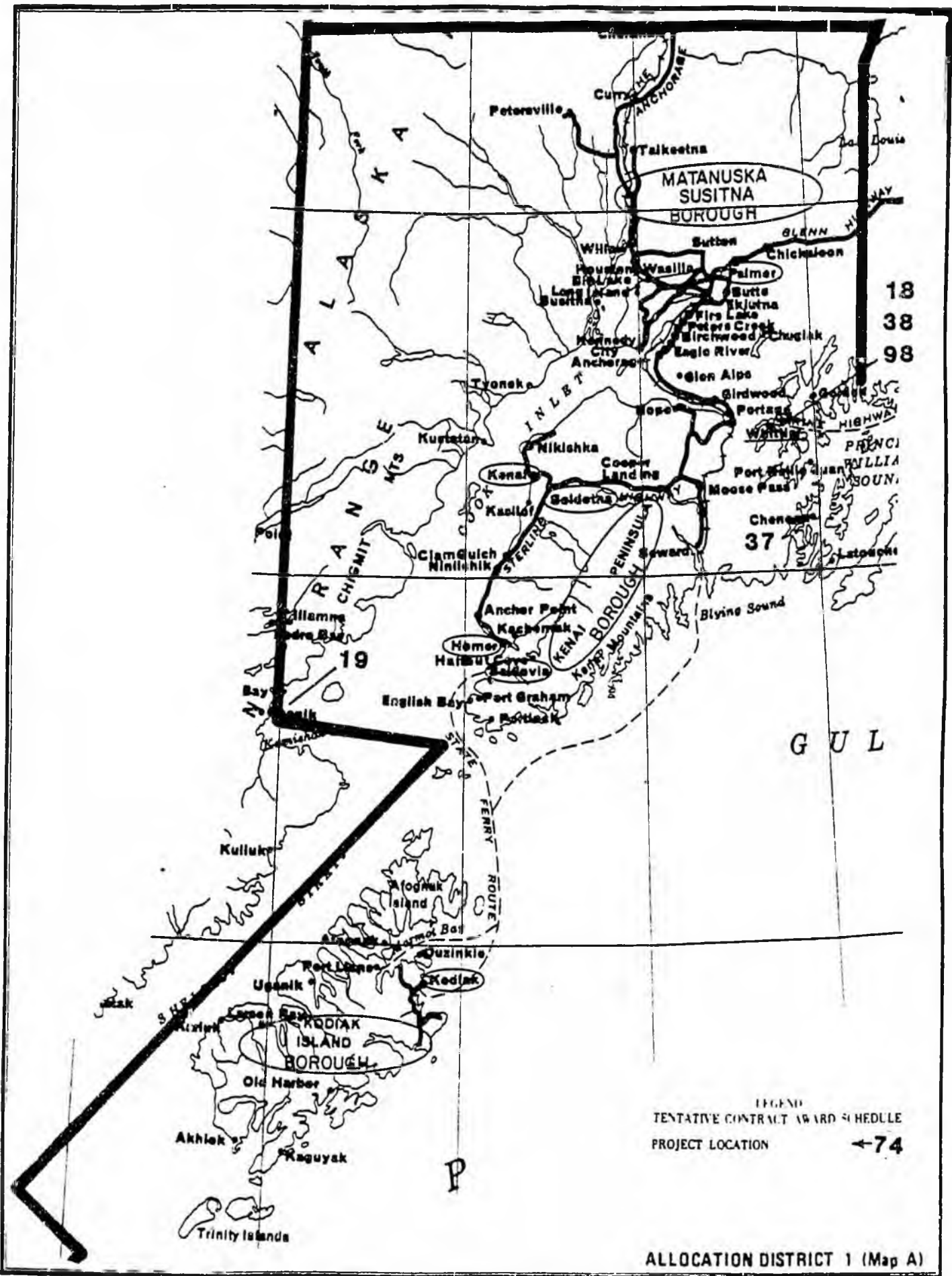
Under the Local Service Roads & Trails Act, funds for home rule and first class cities, municipalities and organized boroughs are allocated by strict formula. These local governments then establish their own project scheduling; therefore, this publication is merely a listing of their individual programs as submitted. Project priorities and scheduling in the unorganized boroughs are based primarily on requests and recommendations of village councils and residents. Personal contact with the communities is established by LSR&T representatives from the Department's regional offices. Community needs are thus determined first-hand, along with approximate costs. Since the cost of requested projects usually exceeds the funds available, priorities must be established based on need. Local communities often participate in project costs with their own funds.

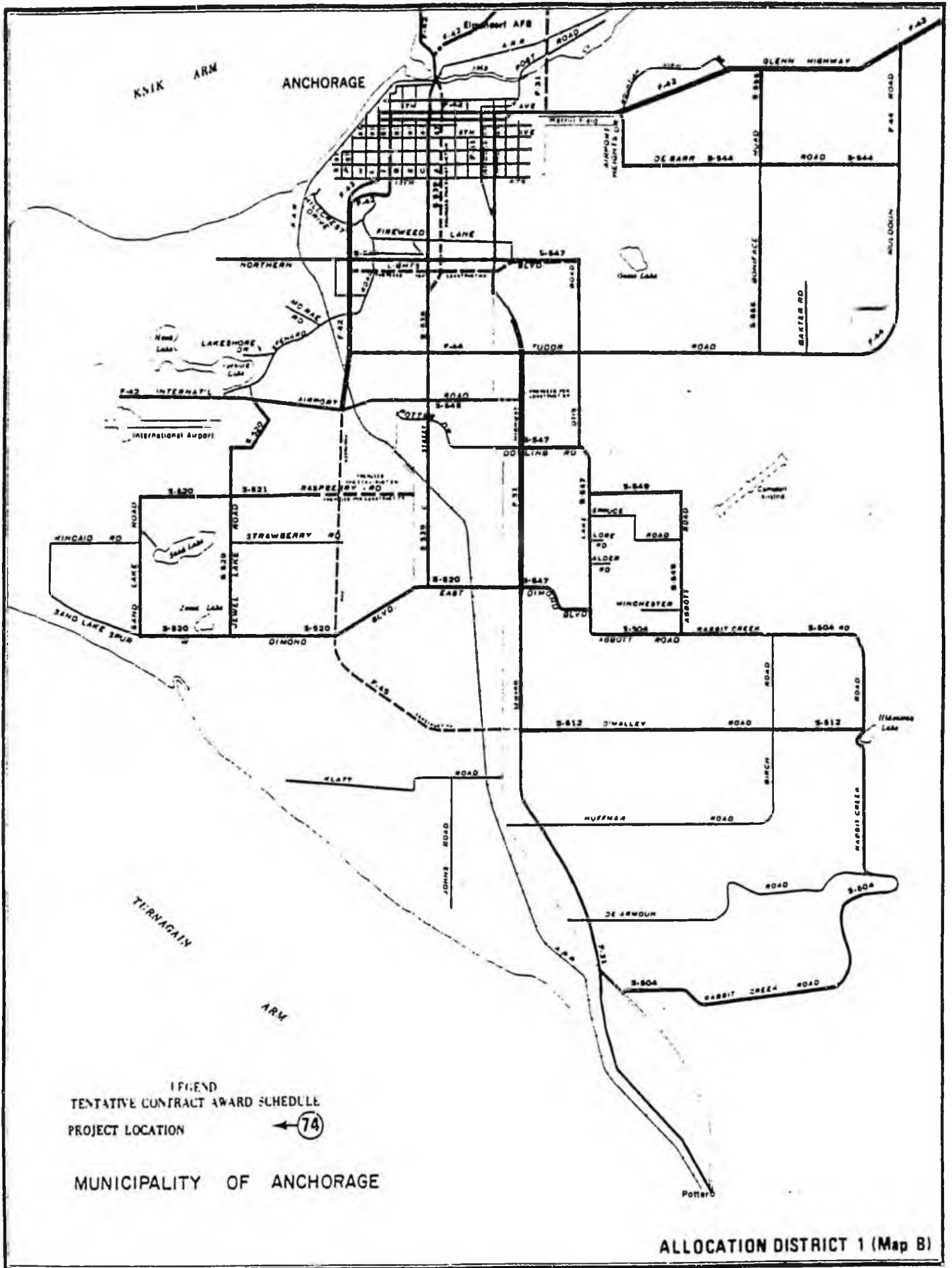
Local labor and equipment are utilized wherever practical in the construction of these projects. Not only is this beneficial to the economy of the communities, but it normally reduces the overall cost of the project. A side benefit is the training of local residents who will, in many cases, be maintaining the completed project.

This five year LSR&T Program is based on funds from a recent allocation of \$3,500,000 for fiscal year 1985 and with proposed allocations of \$7,000,000 for fiscal years 1986 through 1989.

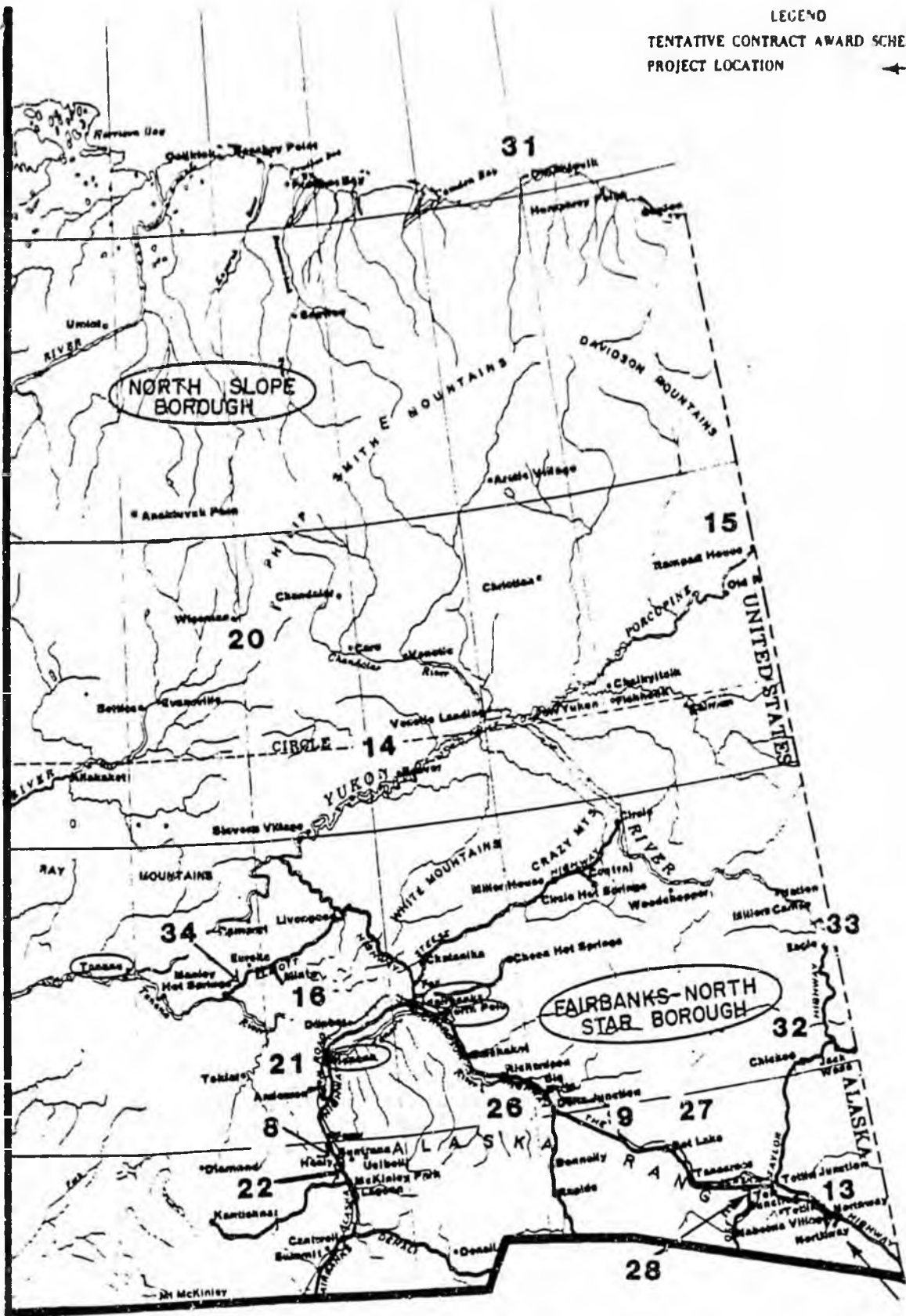
It is anticipated that the funding shown in this program will be used by the end of fiscal year 1985. Therefore, projects shown for fiscal years beyond 1985 can only proceed if additional funds are made available.

88
JOB TR
more?





LEGEND
 TENTATIVE CONTRACT AWARD SCHEDULE
 PROJECT LOCATION ← 11

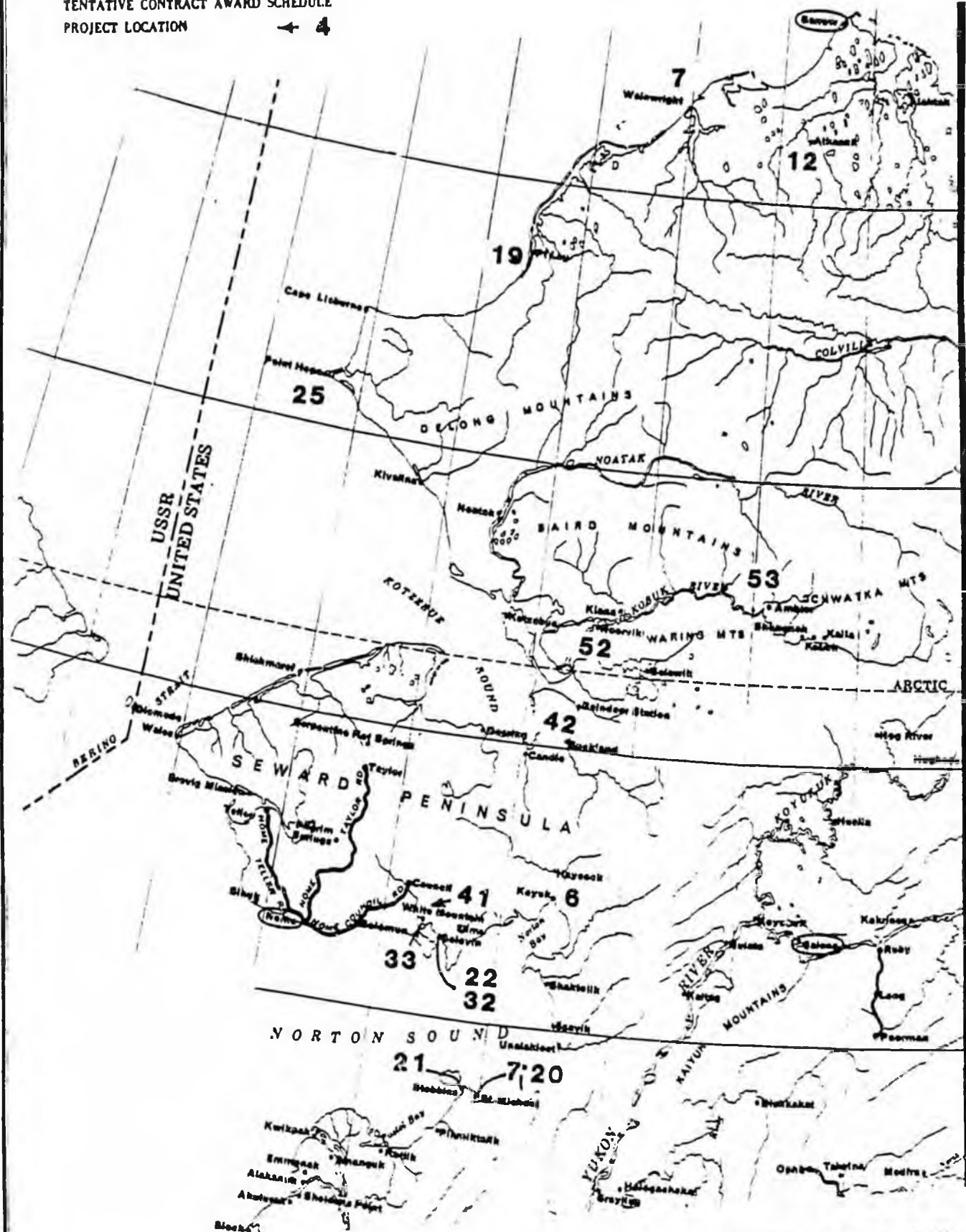


ALLOCATION DISTRICT 2 (Map A)



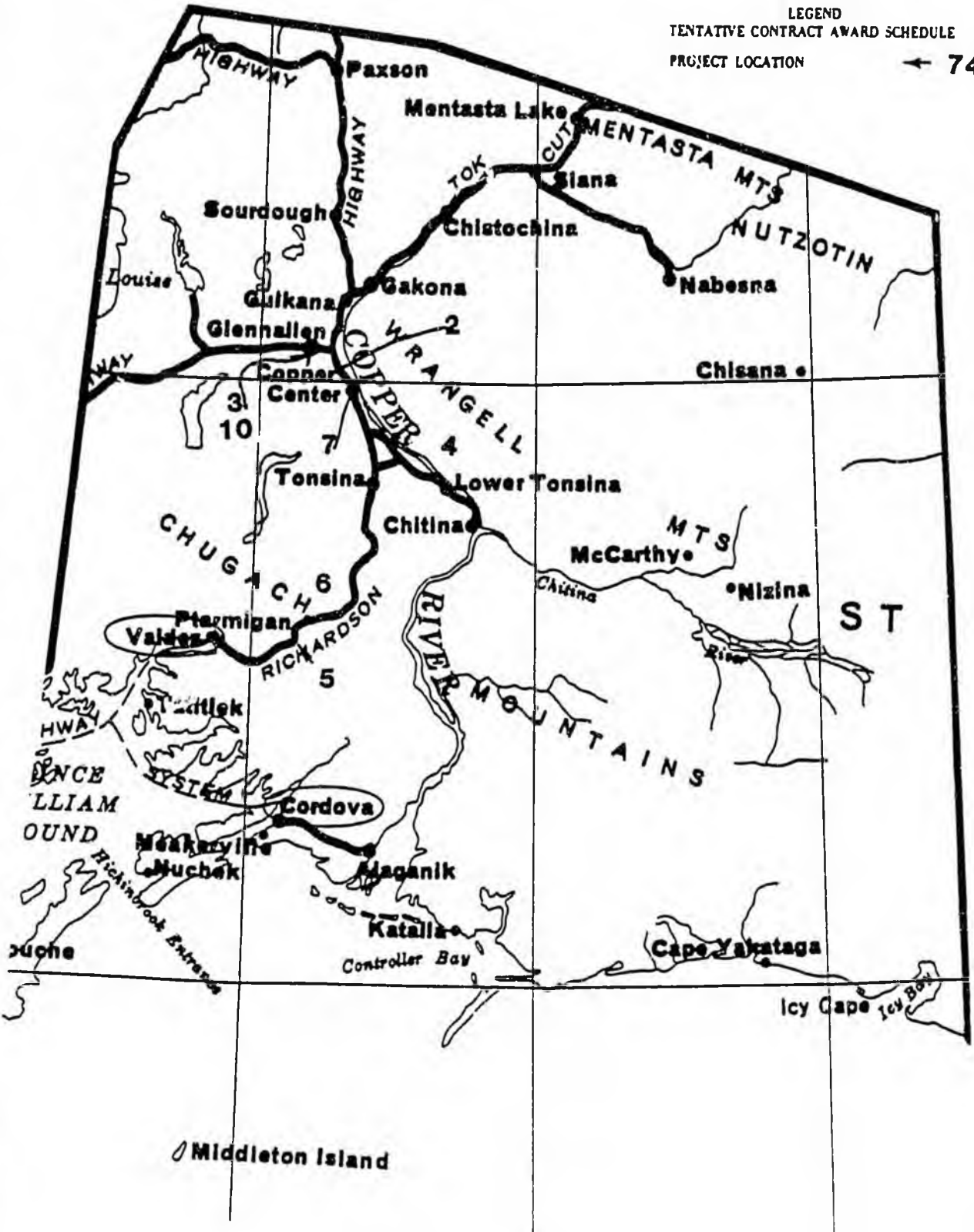
ALLOCATION DISTRICT 3

LEGEND
 TENTATIVE CONTRACT AWARD SCHEDULE
 PROJECT LOCATION ← 4



ALLOCATION DISTRICT 4 (Map A)

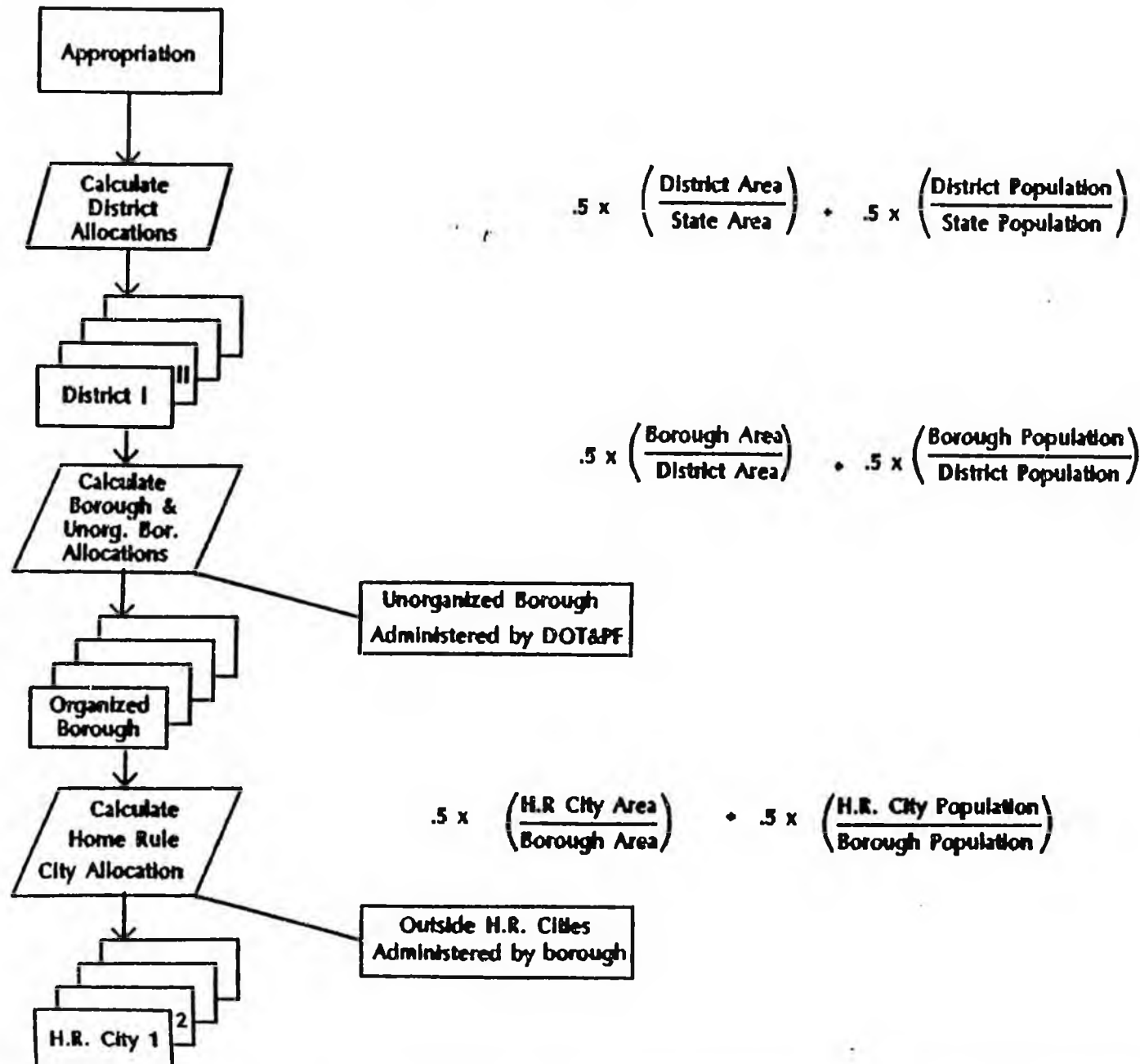
LEGEND
 TENTATIVE CONTRACT AWARD SCHEDULE
 PROJECT LOCATION ← 74



ALLOCATION DISTRICT 5

LSR&T ALLOCATION FLOW

AS 19.30.127 (1987)



MEMORANDUM


State of Alaska
Department of Transportation & Public Facilities

TO: John J. Simpson, Director
Standards and Technical
Services Division

DATE: February 10, 1984

FILE NO: 2519

TELEPHONE NO 789-0841

FROM: Charles D. Karella 
LSR&T Engineer
DC&M Standards

SUBJECT: LSR&T Program

This program is designed to accomplish the most with the least amount of State dollars under the rules and regulations of the Alaska State Statutes, 19.30.111 - 19.30.251.

FUNDING

First Allocation	1971	\$ 6 Million
	1972	4 Million
	1974	8 Million
	1976	7 Million
	1978	15.8 Million
	1980	10 Million
* Last Allocation	1983	7 Million
Total Allocation		\$60.8 Million

Projects (Dollars)

Completed or under agreement	\$54.5 Million
Reimbursements remaining	6 Million

Under the present allocation, Local Governments throughout the State share 57% of each LSR&T Bond issue. The unorganized boroughs share in the remaining 43%. Annual expenditures average to this percentage.

ANNUAL PROGRAM (Typical)

- 150 Active Projects
50 Road Projects Completed
50 Miles of Road Completed
2000 Miles of Winter Trail Staking
Several Miles of Boardwalk
Foot Trails and Bike Paths

* FY84 ALLOCATION = \$7 MILLION

2. Expenditures For Typical \$6.0 Million Annual Program

Roads \$4.5 Million (75%)
Includes \$1.1 million (25%) for subdivision streets and roads.

Trail Staking	\$100,000	(2%)
Boardwalks	600,000	(10%)
Foot Trails	200,000	(3%)
Bike Paths	100,000	(2%)
Shelter Cabins	50,000	(1%)
State Maintenance Routes	250,000	(4%)
Engineering and Administration	200,000	(3%)

3. Administrative support is \$200,000 or 3%

PROGRAM PHASE OUT

Phase out of the LSR&T Program began January 5, 1982 and ended with a 7 million appropriation for F.Y. 83.

MANAGEMENT

LSR&T Managers and Project Engineers are tailored after the early Alaska bush pilots. Quite often, they have to operate by the seat of their pants, which is why this program is successful.

LSR&T PROGRAM 1977-1981

1. 250 road projects completed.
Average Length one mile.
Average cost \$100,000.00
2. Expenditures \$25 Million.
- 3.* \$19.0 million for road projects, includes five million for subdivision roads.
4. \$750,000 for project administration charged to projects.
5. One million dollars for program support (\$200,000 per year).
6. Administered several special legislative appropriated projects; totalling in excess of a million annually.

*It is difficult to define subdivision roads or streets, i.e. access roads to new subdivisions can be considered an intergal part of the subdivision network or in some communities, it may be the only transportation corridor available. For this report, subdivision roads are those roads or streets within subdivisions, designated as such, by the local entity.

COST COMPARISON

The cost of a project constructed under contract ranges between 25% and 200% more than a comparable project constructed with local equipment rental when available or LSR&T equipment and local hire, depending on size and location. Much of this is due to our policy of paying the prevailing community wage.

PRESENT PROGRAM

See Attached.

SUMMARY

Over 95% of all Alaskan communities have had at least one LSR&T project since the program set out to "Get the people out of the mud" in 1971.

There are many reasons why the program is successful, least of which is the maximization of State dollars. The LSR&T Program offers more to a rural community than just a finished product; it offers a learning experience. Traditionally, LSR&T has been able to offer additional benefits to the community as the program is tailored to their needs.

The LSR&T program spends a considerable amount of time administering projects funded through special Legislative appropriations and grants. In administering these projects for the Department, the program guarantees the credibility of the State in its commitment to meet the transportation needs of the bush communities.

Attachment

cc: Loren Rasmussen, Chief, DC&M Standards

CDK:ct

LOCAL SERVICE ROADS AND TRAILS PROGRAM

Primary Functions:

The Local Service Roads and Trails (LSR&T) program was established by the State Legislature in 1971 to provide for special needs to "bush" communities, rural communities and communities both within and outside of organized boroughs.

Local Service Roads and Trails was designed to aid communities in accomplishing projects that do not have the financial means nor the technical expertise to achieve alone. These projects were to be in the nature of roads, trails, bridges and boardwalks specifically. Special exceptions are considered and granted if justification is sufficient.

The LSR&T Program is wholly State funded. Wherever costs are not prohibitive, generally within organized boroughs, projects are awarded by bid contract. In the remote areas where, because of location and size of the project bid contracts cost are prohibitive, LSR&T maintains its own small fleets of equipment or rents equipment, if available, and directs the operation of the projects.

The scope of LSR&T is basically three-fold. This is particularly true for "bush" projects. It provides:

1. Needed projects to communities that have not the capabilities of accomplishing alone.
2. A source of training for construction work by employing local residents as laborers and equipment operators.
3. Provides supplemental income to communities that are single-income or sub-sistence oriented.

Project Limitation:

Local Service projects are confined to roads which are not part of the primary federal-aid system and are not the responsibility of corporate units or private individuals but are dedicated to public use. These projects cover wide ranging road needs. They include State recreation routes, connections between outlying villages and airports, villages and canneries, villages and port facilities, short routes needed to better integrate subdivision roads and State highways, and improvements to existing roads.

PLANNING

Five Year Program

The allocation districts are the boundaries of the Highway Department established in 1970. The larger of the five districts being the Western District, engulfing nearly half of the land mass of Alaska, is administered by the Central and Northern Regions. This split jurisdiction is strictly an economic measure.

Whenever organized boroughs whose boundaries partially overlap allocation districts, the administrative responsibility lies with the primary region.

A construction program utilizing LSR&T construction equipment, State employees, village labor, and equipment rental when available, is the primary mode of operation in the unorganized boroughs of the Central, and Northern Regions. Programming the projects in the unorganized boroughs depends on requests from local governing bodies (both submitted and solicited), available road building materials, right-of-way access, and coordination of other projects in the area.

The State equipment fleet and maintenance personnel are utilized when local equipment is not available or when a contract for the work is not feasible.

The Local Service Roads and Trails Program is a vital link in the State road network. It is the only State program established for solving local transportation needs. During a typical construction season, several miles of new road, new and reconstructed boardwalks, year around foot trails, winter trail staking, foot bridges, paved bike paths and vehicle bridges are constructed with LSR&T funds.

These and other special projects are completed each year in answer to what the LSR&T is all about, "Get the people out of the mud". This program does a lot for all the people of Alaska and is presently performing a service the people of Alaska could not do without.

Summary

I. Definition

* A. Purpose

- a. To get people out of the mud
- b. Flexibility of Program
- c. To aid communities with no revenue
- d. Economy of operation

B. Type of Projects

- a. Local Service Roads
- b. Year around foot trails
- c. Winter trail staking
- d. Bicycle paths
- e. Erosion control
- f. Foot bridges
- g. Boardwalks

* ALSO PROVIDED VILLAGE RESIDENT TRAINING ON EQUIPMENT OPERATION

II. Allocation

- A. F.Y. Year Legislation (6 million proposed)
- B. Five Year Duration
- C. 50-50 Factor, Area - Population
- D. Operating Budget - Program Support
 - a. Bridge Design - Headquarters
 - b. Road Design and Advertising - Region
 - c. R/W Certification - Region
 - d. Construction Review - Region
 - e. Administration Headquarters and Region

III. Administration

- A. Allocation District - Regional Control
- B. Organized Boroughs and Home Rule Cities
 - a. Construction contract by Local Government
 - b. Local Government Labor and Equipment
- C. Unorganized Boroughs.
 - a. Construction Contract by Local Government or State
 - b. Village or City Labor and Equipment
 - c. State Equipment and Village Labor
 - d. State Equipment and State Employees
 - e. State Equipment and Village State Employees

IV. Five Year Program

- A. Project Selection
 - a. Organized Boroughs, First Class Cities and Home Rule Cities
 - 1. Select their own projects
 - 2. Able to change program at will
 - b. Unorganized Boroughs
 - 1. Cities and Villages select their own projects.
 - 2. Region sets priorities within funds available.
 - 3. Regions may subfill projects with funds available on non-federal routes.

APPLICANT GUIDELINES

Nature and Purpose of Program:

To provide State assistance in the development of roads and trails on routes that are not eligible for federal-aid matching funds.

Who May Apply:

Each organized borough, first class city and home rule city is eligible for a direct allocation, based on their population and area. All other areas are considered unorganized boroughs and are eligible for projects administered by the Department, subject to priority scheduling within the respective allocation districts.

Authorizing Legislation:

AS 19.30.111-251

Administrative Agency:

Department of Transportation and Public Facilities, State of Alaska.

Type of Assistance:

Financial and Engineering.

How Program is Financed:

100% State. Organized boroughs and home rule cities may supplement their allocation with local funding in any amount. Unorganized borough areas will be encouraged to provide local participation whenever possible. Federal and State grants can be used in conjunction with LSR&T funds.

How to Apply:

Each organized borough, first class city and home rule city may receive their allocation by submitting a five-year project program for the construction of such roads to their Regional DOT&PF Deputy Commissioner by October 1 of each year, indicating the priorities for construction on the program. When a project is approved, a project agreement will be drafted, and development of the project may proceed. No payment can be made for work done prior to execution of the project agreement.

Unorganized borough communities should provide input data for road needs in their areas to their Regional DOT&PF Deputy Commissioner, who will compile a five-year program and establish priorities for the unorganized borough projects within his jurisdiction. When a project is approved, the Department will proceed with development of the project.

	JOBS BILL			
	LSR&T PROGRAM STATUS REPORT			
	STATEWIDE SUMMARY			
	TOTAL	TOTAL	TOTAL	
	AMOUNT	SPENT	AMOUNT	REMAINING
	ALLOCATED	TO DATE	OBLIGATED	BALANCE
PROJECT COSTS BY REGION				
CENTRAL	\$966,306	\$564,690	\$401,616	\$0
NORTHERN	\$741,169	\$367,172	\$373,997	\$0
SOUTHEAST	\$192,523	\$184,033	\$8,490	\$0
PROJECT TOTALS	\$1,899,998	\$1,115,895	\$784,103	\$0
PROJECT COSTS BY DISTRICT				
ALLOCATION DISTRICT 1	\$620,295	\$317,067	\$303,228	\$0
ALLOCATION DISTRICT 2	\$448,149	\$271,340	\$176,809	\$0
ALLOCATION DISTRICT 3	\$192,523	\$184,033	\$8,490	\$0
ALLOCATION DISTRICT 4	\$552,598	\$340,350	\$212,248	\$0
ALLOCATION DISTRICT 5	\$86,433	\$3,105	\$83,328	\$0
PROJECT TOTALS	\$1,899,998	\$1,115,895	\$784,103	\$0
ADMINISTRATIVE COSTS				
CENTRAL	\$30,000	\$10,235	\$0	\$19,765
NORTHERN	\$25,000	\$9,426	\$0	\$15,574
SOUTHEAST	\$10,000	\$4,419	\$0	\$5,581
HEADQUARTERS	\$35,002	\$10,235	\$0	\$24,767
RESERVE	\$0	\$0	\$0	\$0
TOTAL ADMINISTRATIVE COSTS	\$100,002	\$34,315	\$0	\$65,687
TOTAL JOBS BILL FUNDING	\$2,000,000	\$1,150,210	\$784,103	\$65,687

Report Date 2/13/90

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

JOBS BILL				
LSR&T PROGRAM STATUS REPORT				
STATEWIDE SUMMARY				
	TOTAL AMOUNT ALLOCATED	TOTAL SPENT TO DATE	TOTAL AMOUNT OBLIGATED	REMAINING BALANCE
PROJECT COSTS BY REGION				
CENTRAL	\$966,306	\$564,690	\$401,616	\$0
NORTHERN	\$741,169	\$367,172	\$373,997	\$0
SOUTHEAST	\$192,523	\$184,033	\$8,490	\$0
PROJECT TOTALS	\$1,899,998	\$1,115,895	\$784,103	\$0
PROJECT COSTS BY DISTRICT				
ALLOCATION DISTRICT 1	\$620,295	\$317,067	\$303,228	\$0
ALLOCATION DISTRICT 2	\$448,149	\$271,340	\$176,809	\$0
ALLOCATION DISTRICT 3	\$192,523	\$184,033	\$8,490	\$0
ALLOCATION DISTRICT 4	\$552,598	\$340,350	\$212,248	\$0
ALLOCATION DISTRICT 5	\$86,433	\$3,105	\$83,328	\$0
PROJECT TOTALS	\$1,899,998	\$1,115,895	\$784,103	\$0
ADMINISTRATIVE COSTS				
CENTRAL	\$30,000	\$10,235	\$0	\$19,765
NORTHERN	\$25,000	\$9,426	\$0	\$15,574
SOUTHEAST	\$10,000	\$4,419	\$0	\$5,581
HEADQUARTERS	\$35,002	\$10,235	\$0	\$24,767
RESERVE	\$0	\$0	\$0	\$0
TOTAL ADMINISTRATIVE COSTS	\$100,002	\$34,315	\$0	\$65,687
TOTAL JOBS BILL FUNDING	\$2,000,000	\$1,150,210	\$784,103	\$65,687

Report Date 2/13/90

JOBS BILL, LSR&T PROGRAM STATUS REPORT									
CENTRAL DISTRICT									
ALLOCATION DISTRICT 1									
AREA	PROJECT	PROJECT NUMBER	TOTAL AMOUNT ALLOCATED	EXPENDITURES PREVIOUSLY REPORTED	EXPENDITURES THIS REPORT	TOTAL SPENT TO DATE	TOTAL AMOUNT OBLIGATED	REMAINING BALANCE	REMARKS
Mat-Su Borough	Grant-6 Road Projects	57895	\$140,319	\$0	\$10,391	\$10,391	\$129,928	\$0	'89 construction
City of Palmer	TID	57897	\$8,986	\$0	\$0	\$0	\$8,986	\$0	Project to be determined
Kodiak Island Borough	Grant	57891	\$35,899	\$35,899	\$0	\$35,899	\$0	\$0	E. Elementary Ped. Path-done
City of Kodiak	Grant	57893	\$10,747	\$10,747	\$0	\$10,747	\$0	\$0	E. Elementary Ped. Path-done
Kenai Peninsula Borough	Grant	57885	\$108,592	\$0	\$0	\$0	\$108,592	\$0	Project to be determined
City of Kenai	VII' Sub Road Paving	57887	\$10,733	\$0	\$10,733	\$10,733	\$0	\$0	June '89 construction
City of Seward	TID	57889	\$4,610	\$0	\$0	\$0	\$4,610	\$0	Under contract
Municipality of Anchorage	Chester Creek Bike Path	57883	\$249,297	\$0	\$249,297	\$249,297	\$0	\$0	Under contract
City of Whittier	Harbor Access Boardwalk	57899	\$51,112	\$0	\$0	\$0	\$51,112	\$0	'89 construction-under contract
TOTAL			\$620,295	\$46,646	\$270,421	\$317,067	\$303,228	\$0	

JOBS BILL									
LSR&T PROGRAM STATUS REPORT									
NORTHERN REGION-INTERIOR DISTRICT									
ALLOCATION DISTRICT 2									
AREA	PROJECT	PROJECT NUMBER	TOTAL AMOUNT ALLOCATED	EXPENDITURES PREVIOUSLY REPORTED	EXPENDITURES THIS REPORT	TOTAL SPENT TO DATE	TOTAL AMOUNT OBLIGATED	REMAINING BALANCE	REMARKS
Fairbanks N. Star Bor.	Rosie Crk/Cripple Crk	64350	\$153,687	\$153,687	\$0	\$153,687	\$0	\$0	Project Complete
City of Fairbanks	D' Street	64365	\$41,648	\$0	\$0	\$0	\$41,648	\$0	Work Force Account-Paying
City of North Pole	3rd Ave Improvements	64396	\$1,358	\$1,358	\$0	\$1,358	\$0	\$0	Project Complete
Rampart Village	Road Improvement	64337	\$50,000	\$13,476	\$0	\$13,476	\$36,524	\$0	Project 27% complete
Minto	Minto Street Improvement	64346	\$50,000	\$47,500	\$2,500	\$50,000	\$0	\$0	Project 95% complete
Lake Minchumina	Trail Improvement	64348	\$20,000	\$10,560	\$0	\$10,560	\$9,440	\$0	Project 60% complete
Mansfield Lake	Trail Improvement	64363	\$40,000	\$12,259	\$0	\$12,259	\$27,741	\$0	Project 30% complete
Hettles	Haul Rd Winter Trail Impr	64373	\$30,000	\$29,000	\$1,000	\$30,000	\$0	\$0	Project complete
Kaktovik	Local Road Improvement	64373	\$53,957	\$0	\$0	\$0	\$53,957	\$0	Agreement with Borough signed
Contingency	Local Road Improvement		\$7,499	\$0	\$0	\$0	\$7,499	\$0	To be allocated during FY89
TOTAL			\$448,149	\$267,840	\$3,500	\$271,340	\$176,809	\$0	

JOBS BILL									
LSR&T PROGRAM STATUS REPORT									
SOUTHEAST REGION									
ALLOCATION DISTRICT 3									
AREA	PROJECT	PROJECT NUMBER	TOTAL AMOUNT ALLOCATED	EXPENDITURES PREVIOUSLY REPORTED	EXPENDITURES THIS REPORT	TOTAL SPENT TO DATE	TOTAL AMOUNT OBLIGATED	REMAINING BALANCE	REMARKS
Juncos	Gastineau Avenue	69820	\$42,336	\$42,336	\$0	\$42,336	\$0	\$0	100% complete
Sitka	Mt. Verstovia Trail	69822	\$24,643	\$24,643	\$0	\$24,643	\$0	\$0	100% complete
Haines	Beach Road	69824	\$9,260	\$9,260	\$0	\$9,260	\$0	\$0	100% complete
Ketchikan Gateway Bor.	Sidewalk and Trail	69826	\$15,829	\$7,500	\$0	\$7,500	\$8,329	\$0	60% trail work remains
City of Ketchikan	Dudley Field Sidewalk	69828	\$7,409	\$7,409	\$0	\$7,409	\$0	\$0	100% complete
Petersburg	Point Fredrick Boardwalk	69830	\$22,000	\$0	\$22,000	\$22,000	\$0	\$0	100% complete
Skagway	Street Reconstruction	69832	\$14,000	\$14,000	\$0	\$14,000	\$0	\$0	100% complete
Thorne Bay	Trail Construction	69834	\$14,000	\$14,000	\$0	\$14,000	\$0	\$0	100% complete
Hoonah	Clinic Road	69836	\$14,046	\$14,046	\$0	\$14,046	\$0	\$0	100% complete
Port Protection	Trail	69838	\$10,000	\$0	\$9,839	\$9,839	\$161	\$0	10% complete
Kasaan	Boardwalk	69840	\$7,000	\$7,000	\$0	\$7,000	\$0	\$0	100% complete
Klawock	Stairways	69842	\$12,000	\$1,138	\$862	\$12,000	\$0	\$0	100% complete
TOTAL			\$192,523	\$151,332	\$22,701	\$184,033	\$8,490	\$0	

LOCAL SERVICE ROADS AND TRAILS ALLOCATION AT \$ 1,900,000

	PERCENT OF		AMOUNT \$1,900,000			
	TOTAL	DISTRICT	BOROUGH	DISTRICT	BOROUGH	CITY/DOTPF
DISTRICT #1	32.6471%			\$620,295		
MUNICIPALITY OF ANCHORAGE		40.1900%			\$249,297	
KENAI PENNINSULA BOROUGH		19.9800%			\$123,935	
-CITY OF KENAI			8.6604%			\$10,733
-CITY OF SEWARD			3.7198%			\$4,610
KODIAK ISLAND BOROUGH		7.5200%			\$46,646	
-CITY OF KODIAK			23.0400%			\$10,747
MAT-SU BOROUGH		24.0700%			\$149,305	
-CITY OF PALMER			6.0184%			\$8,986
UNORGANIZED BOROUGH #1		8.2400%			\$51,112	
DISTRICT #2	23.5868%			\$448,149		
FAIRBANKS/NORTH STAR BOR.		43.8900%			\$196,693	
-CITY OF FAIRBANKS			21.1742%			\$41,648
-CITY OF NORTH POLE			0.6906%			\$1,358
NORTH SLOPE BOROUGH (EAST)		12.0400%			\$53,957	
UNORGANIZED BOROUGH #2		44.0700%			\$197,499	

LOCAL SERVICE ROADS AND TRAILS ALLOCATION AT \$ 1,900,000

	PERCENT OF			AMOUNT \$1,900,000		CITY/DOTPF
	TOTAL	DISTRICT	BOROUGH	DISTRICT	BOROUGH	
DISTRICT #3	10.1328%			\$192,523		
C/B OF JUNEAU		21.9900%			\$42,336	
C/B OF SITKA		12.8000%			\$24,643	
HAINES BOROUGH		4.8100%			\$9,260	
KETCHIKAN GATEWAY BOROUGH		12.0700%			\$23,238	
-CITY OF KETCHIKAN			31.8845%			\$7,409
UNORGANIZED BOROUGH #3		48.3300%			\$93,046	
DISTRICT #4	29.0841%			\$552,598		
BRISTOL BAY BOROUGH		1.3700%			\$7,571	
NORTH SLOPE BOROUGH (WEST)		11.5200%			\$63,659	
NORTHWEST ARCTIC BOROUGH		11.6900%			\$64,599	
ALEUTIAN EAST BOROUGH		10.9800%			\$60,675	
UNORGANIZED BOROUGH		64.4400%			\$356,094	
-WESTERN DIST				17.3%		\$61,513
-INTERIOR DIST				9.4%		\$33,428
-CENTRAL DIST				73.3%		\$261,153

LOCAL SERVICE ROADS AND TRAILS ALLOCATION AT \$ 1,900,000

		PERCENT OF			AMOUNT \$1,900,000		CITY/DOTPF
		TOTAL	DISTRICT	BOROUGH	DISTRICT	BOROUGH	
DISTRICT #5		4.5491%			\$86,433		
	UNORGANIZED BOROUGH		100.0000%			\$86,433	
	-CENTRAL			19.2190%			\$16,612
	-SOUTHCENTRAL			80.7810%			\$69,821
	CORDOVA ?						
	TOTAL ALLOCATED				\$1,899,998	\$1,899,998	\$528,019
DIST 4	DOTPF REGION/DIST	POPULATION	AREA	% POPULATION	% AREA		
	WESTERN	6700	22284	21.8533%	12.6953%		
	INTERIOR	2000	21505	6.5234%	12.2515%		
	CENTRAL	21959	131740	71.6233%	75.0531%		
		30659	175529	100.0000%	100.0000%		
	UNORGANIZED TOTAL	30659	175529				

RS 2477 BRIEFING PAPER
March 6, 1990

**THE RIGHT OF WAY FOR THE CONSTRUCTION OF HIGHWAYS
OVER PUBLIC LANDS, NOT RESERVED FOR PUBLIC USES, IS
HEREBY GRANTED.**

This deceptively simple phrase became law in 1866, ten months before Alaska was purchased from Russia. Interpretations of the congressional intent of this law have varied over the past 120 years. Land ownership or management changes created under the Alaska Native Claims Settlement Act and the Alaska National Interest Lands Conservation Act have further complicated the interpretation and implementation of the law in Alaska.

Although RS 2477 refers to rights-of-way without limitation as to purpose, the statute of which it was a part addressed only mining and homesteading claims. It was the first comprehensive mining law for land owned by the United States. Before 1866 miners had entered, settled on, and used public domain land without benefit of federal statutory protection. Thus, RS 2477 insured that miners, and homesteaders, would have access rights across otherwise unreserved public lands to reach their claims and improvements.

RS 2477 was only one of many authorities which provided for access across Federal lands. But, the RS 2477 grant was unique among these access authorities. It was a congressional grant which did not require any action on the part of a Federal agency. While the grant was "offered" by Congress, a right could not come into existence until

there was an "acceptance" of the offer and thereby a contract was completed. Courts have ruled that the scope of the offer is defined by Federal law while the acceptance was by a State, instrumentality of the State, or public user.

CHRONOLOGY OF R.S. 2477 ACTIONS AFFECTING ALASKA

July 26, 1866 - RS 2477 Passed.

May 17, 1884 - Organic Act extends RS 2477 to Alaska.

April 6, 1923 - Territorial Legislature passes law accepting grant on section line easements - 66 feet wide.

January 18, 1949 - Territorial laws codified; section line law left out. This created a gap when new section line easements could not be established.

March 26, 1951 - Territorial legislature passes law accepting grant for section line easements on State lands - 100 foot width.

March 21, 1953 - Territorial legislature passes law accepting grant for section line easements across Federal lands - 66 feet wide.

December 14, 1968 - All public lands in the State of Alaska are segregated (reserved) by the posting of the withdrawal application for Public Land Order 4582. No new R.S. 2477 rights could come into existence after this date; construction or use had to occur prior to December 14, 1968. Although the RS 2477 law was still an available authority for the construction of highways, there was no remaining unreserved lands in Alaska.

April 8, 1974 - Commissioner Bruce Campbell, Alaska Department of Highways, sent a copy of the Existing Trail System for the State of Alaska to the State and Federal Land Use Planning Commission of

Alaska and BLM with the following statement: "The State of Alaska maintains ownership of these trails."

October 21, 1976 - Federal Land Policy and Management Act passes and repeals RS 2477.

December 7, 1988 - Secretary of the Interior, after extensive consultation with State officials, approves a formal policy statement clarifying the Federal position on RS 2477 in Alaska.

HANDOUT

MEMORANDUM

State of Alaska

Department of Transportation and Public Facilities

To: Bruce Freitag
State LSR&T Engineer

Date: February 28, 1990

File No:

Telephone No: 451-2259

From: James R. Weed, P.E.
LSR&T Engineer

Subject: LSR&T Projects from
1981 to the Present

Following is our list of LSR&T Projects since 1981, per your request:

1980-1981	Manley to Tofty	\$604,000
1981	Tanana to Old Mission	347,000
1981	Kaltag Village Street Improvements	97,000
1981-1982	Wainwright Community Roads Phase II	775,000
1981	Violet Drive	130,000
1981	Toris Road	234,000
1981-1982	Richardson Hwy, Glennallen High School Access	96,000
1981	Healy-Otto Lake Area Roads	197,000
1981	Ruby Street Improvement	70,000
1981	Lakloey Drive	88,000
1981	Savoonga Village Street Construction	62,000
1981	Beaver Village Streets	78,000
1982	Stevens Village Dump Site Road	101,000
1983	Eureka North	442,000
1983	Carr Road	175,000
1983	Dennis Road	110,000
1983	Northway Road	273,000
1983-1984	Mukluk Creek Bridge #1382 - Abutments	224,000
1983	Glennallen Disposal Site Road	36,000
1984-1985	Birch Creek Local Roads	21,000
1984-1985	Herning Hills Service Area	46,000
1984	Chena Hot Springs Road Trail	100,000
1984	Eagle River Road	343,000
1984	Glennallen H.S. Access Road Guardrail Improvements	25,000
1984	Tok Area Access Road	32,000
1985	Dawson Connector	17,000
1985	Terrace Drive in Glennallen Subdivision	156,000
1985	Tazlina Terrace Road & Poplar Drive	144,000
1985	Jan Lake Access Road	127,000
1986	Healy Otto Lake Road	103,000
1986	Robe River Bike Path	124,000
1986-1987	Wainwright Community Road Phase III	266,000
1987-1988	Park Ridge Service Area	228,000
1987-1988	Northway Village Community Roads	279,000
1987-1988	Rosie Creek	466,000
1987-1990	Street Signing (F.N.S.B.)	165,000

1988	Galena Local Roads	24,000
1988	3rd Avenue Improvements (N.P.)	1,000
1988-1989	Rosie Creek/Cripple Creek	154,000
1988-1989	Minto Street Improvements	52,000
1988-1989	Bettles Haul Road Winter Trail Improvements	30,000
1988-1989	Kaktovik Local Road Improvements	54,000
1988-1989	Point Hope Road Improvements	64,000
1988-1989	Cripple Creek	323,000
1988-1990	Lake Minchumina Trail Improvements	20,000
1988-1990	Rampart Road Improvements	50,000
1989-1990	Mansfield Lake Trail Improvements	40,000
1989-1990	Ruby to Poorman Road	49,000
1989-1990	Klutina River Road	70,000
1989-1990	South Cushman-Baler Site Road	185,000
1990	"D" Street (Fairbanks)	42,000
1990	"D" Street Shannon Park (Fairbanks)	303,000

NORTHLAND

NEWS



VOL IV, No. 55

FAIRBANKS, ALASKA, MAY, 1986

Northland News, Fairbanks, Alaska, May 1986—11

Shelter cabins surely way to go

By JULIE COLLINS
Correspondent

LAKE MINCHUMINA—"It's taken a long time, but I think we're finally beginning to get the idea," my sister Miki said as she leaned lethargically against the plywood wall.

I lay sprawled on the bunk, gasping and incapacitated by the 104° heat. "What, you mean these shelter cabins?"

"Yeah," she wheezed. "Sure beats camping out!"

We were spending the night at the McKinley Creek shelter cabin between Golovin and Elim on our way east from Nome to Kobuk. The small, air-tight plywood shack sported a huge barrel stove, and with the driftwood we'd hauled by dog sled burning hotly, the cabin had quickly overheated. But after three weeks of camping out between Nenana and Nome, we couldn't bear to let a single blast of freezing air through the door.

During the three-week journey by dog team from Nenana to Nome, we camped out all but six days. Then we discovered shelter cabins—and in the two weeks of travel to Shungnak, where we are now (April 9), we only camped out twice.

Of course we passed a few shelter cabins on the way to Nome, although there are fewer cabins in the Interior. But we never knew where they were in advance, and rather than stopping we usually went on by. After leaving Nome we began to ask ahead to find out where the cabins were, and plan-

ned our schedule around the cabins.

Because the shelter cabins were usually 25 to 35 miles apart, we found ourselves traveling shorter distances than the 35 to 50 miles a day we had been making. Still, the dogs enjoyed the slower pace, and as we had nearly 850 miles to travel if we went all the way to Ektella, we didn't mind easing the strain on the team.

The two nights we did camp out, the temperature dropped to 25 below and 40 below. That convinced us that shelter cabins were the way to go.

I don't know who maintains these cabins, but they were all in good shape—a little dirty, sometimes a patched windowpane—but all tightly built, all made of plywood and ready to use. Although they were each supplied with a small amount of firewood, we preferred to cut our own, and of course we took care to leave kindling for the next wayfar- ing stranger.

Every cabin had a good stove, most had bunk beds and a little furniture—stools, a table, shelves. They did lack wood-cutting tools, though, and only a couple had brooms, candles, and reading material. Fortunately dry wood—dead standing spruce or driftwood—was nearly always available for anyone willing to work for it.

As we traveled across the Seward Peninsula we learned that these cabins are numerous in treeless areas. The trails, too, are carefully staked, a tedious but worthy task.

Nobody knows better than the Eskimo the value of these precautions when storms blow up.

We often preferred staying in isolated cabins instead of in villages, too. The dogs rested better in the quiet, and injured ones enjoyed nights inside.

Miki and I both felt awkward about barging into a village and asking for shelter, and these cabins often saved us from that necessity, too.

"This is definitely the way to go," Miki said in the McKinley Creek cabin as she sat by the barrel stove, sweating profusely.

"No more sleeping in the dog sled if we can help it," I agreed.

"No more weeping over smoky campfires," she said.

"We can mix our powdered milk now and it won't all blow away like it did at Unalakleet."

"We don't have to worry about sticking our tongues to the spoons on 30 below mornings," Miki added.

"Hallelujah!" I cried. "And we don't have to pray every night: good night, sleep tight, don't let the bed bugs bite—and don't freeze your nose."

PROJECT G47025/R11075

LSR&T SHELTER CABIN PROGRAM

LOCATION MAP

- PROPOSED 1982 CABINS
 - ☒ EXISTING 1981 CABINS
- From 1979-1980 Placeth
- (NANA CORPORATION REGION)

