MULTI-YEAR MAINTENANCE COSTS OF SELECTED ALASKAN HIGHWAYS

BY

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April 1983

Prepared for:

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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DIVISION OF PLANNING AND PROGRAMMING
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CHAPTER 1

INTRODUCTION

This report contains multi-year maintenance cost information for most of the major rural highways in Alaska. All figures are derived from data maintained by the Alaska Department of Transportation and Public Facilities (DOTPF). This data base is compiled from employee time and equipment reports (timesheets). Maintenance costs are recorded in four separate categories, which are described in Table 1.

The highways investigated are listed in Table 2. Data for as many years as was readily available were studied; usually this was 9 fiscal years, although in some cases as few as 5 years' data were used.

All costs in this report have been converted to 1982 dollars using the cost indices listed in Table 3. No bridge maintenance costs of any kind are included, nor are costs from urban and/or four lane sections of roads in the Fairbanks and Anchorage areas.

Overhead costs for administration and maintenance of facilities are not included in the figures listed in this report. The "Compilation of Highway and Airport Maintenance Costs" (Research Section Report No. AK-RD-82-16, January 1982) estimated this overhead to add 31% to costs in FY81; their magnitude in other years is not known.

This report is similar in some respects to the "Compilation of Highway and Airport Maintenance Costs". Differences between the two include the following:

-The previous report listed total costs only, whereas this report also lists "roadway surface" and "snow and ice control" costs separately.

-The previous report contained information for FY81 only, whereas this report contains five to nine years' data for each route.
The previous report listed costs in terms of 1981 dollars per "lane-mile", which was defined as an area 12 feet wide by one mile long (i.e. exactly 7,040 square yards of road surface). This report lists costs in 1982 dollars per mile of roadway, regardless of roadway width.

The previous report listed only average costs for each major section of each road, whereas "roadway surface" costs are listed by individual mile in this report.

This report contains information for selected routes only, whereas the previous report contained data for all state-maintained roads.

Chapter 2 contains annual costs (in 1982 dollars per mile) averaged over all highway mileage studied. It contains separate figures averaged over all the mileage with paved surfaces and all with gravel surfaces, as well as averages by individual route. Figures are presented for total maintenance costs and also for the "roadway surface" and "snow and ice control" cost categories.

Chapter 3 presents multi-year surface maintenance cost averages by individual mile of each route studied.

It should be noted that these historical maintenance costs do not indicate how much money should have been spent on these routes, nor do they indicate the quality of performance achieved by these maintenance expenditures.

Investigation of those highway sections which show very high maintenance costs should be helpful in programming reconstruction and repair work. Conversely, investigation of low cost sections may identify successful design features which could be initiated elsewhere. In some cases, however, very high or low costs listed in this report may be due to a problem in cost reporting or accounting. The consistently high surface maintenance costs in the Healy Maintenance Station's section of the Parks Highway, for example, drop sharply in adjacent sections (see Fig. 13). These high costs, then, may indicate an accounting problem at that station rather than a problem with the road itself.
A Note on CDS Routes

The data are reported in terms of the Coordinated Data System (CDS) logs for each route. Route miles in the CDS logs often differ from historical route mileposts, and occasionally even the name of a route differs from the traditional name. In the current CDS log, for example, the road between Delta Junction and Fairbanks is part of the Alaska Highway, not the Richardson. The CDS "Seward-Glenallen Highway" is a combination of the traditionally named Seward and Glenn Highways, beginning in Seward. The CDS "Elliot Highway" runs between the Dalton Highway turnover north of Livengood and Manley Hot Springs. In earlier years the CDS "Elliot Highway" extended between Fox and Eureka (these incompatible data are not included in this report). The Steese Highway is now listed in the CDS logs as the 152 miles of road between Fox and Circle City; prior to FY 1978 it was included as an extension of the Parks Highway. Reported figures for the Steese between '74 and '75 in this report are the last 152 miles of the earlier route listing.

Revisions in the CDS route logs have occurred from time to time, particularly in 1977 and 1978. Where such changes were minor and could be accounted for, the earlier data are included; small differences in route lengths, etc., may therefore be noticed in the report.
TABLE 1

COMPOSITION OF HIGHWAY MAINTENANCE COSTS
BY COST CATEGORY

Roadway and Runway Surface
   Patching - hand
   Patching - machine, overlay and leveling
   Pavement crack and joint sealing - hand
   Seal coating - chip, sand and fog, slurry
   Blading and restoring unpaved surfaces and shoulders,
      Dust Control
   Base stabilization and repair - spot gravel
   Base stabilization and repair - general grading

Airport and Roadside Facilities
   Cleaning drainage structures
   Drainage structure, replacement or repair
   Cleaning and shaping ditches
   Slope repair - washout and erosion
   Stream bed maintenance
   Path and trail maintenance
   Fence, gate and cattle guard maintenance
   Litter barrel and trash cleanup
   Sweeping - machine
   Sweeping - hand
   Patrol and inspection

Traffic Services
   Sign installation, replacement and maintenance
   Delineator posts, reflectors and milepost markers - install,
      replace and clean tie-downs
   Guard rail maintenance
   Pavement striping - machine
   Pavement marking or removal - hand machine
   Roadway and sign lighting - maintenance and illumination
   Traffic signal maintenance and power

Snow and Ice Control
   Snow removal
   Avalanche control and cleanup
   Thawing/related costs
   Sanding and ice control
### TABLE 2
ALASKAN HIGHWAYS EXAMINED IN THIS REPORT

<table>
<thead>
<tr>
<th>CDS Route No.</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>110,000</td>
<td>Sterling Highway</td>
</tr>
<tr>
<td>130,000</td>
<td>Seward-Glenallen Highway</td>
</tr>
<tr>
<td>140,000</td>
<td>Denali Highway</td>
</tr>
<tr>
<td>152,000</td>
<td>Steese Highway</td>
</tr>
<tr>
<td>153,000</td>
<td>Elliot Highway</td>
</tr>
<tr>
<td>170,000</td>
<td>Parks Highway</td>
</tr>
<tr>
<td>180,000</td>
<td>Alaska Highway</td>
</tr>
<tr>
<td>190,000</td>
<td>Richardson Highway</td>
</tr>
<tr>
<td>230,000</td>
<td>Tok Cutoff Highway</td>
</tr>
<tr>
<td>250,000</td>
<td>Taylor Highway</td>
</tr>
</tbody>
</table>

### TABLE 3 - COST INDICES

To account for inflation, costs were multiplied by the following factors to convert them to equivalent 1982 dollars. These factors were calculated from typical increases in maintenance personnel wage levels over the period.

<table>
<thead>
<tr>
<th>Fiscal Year of Cost</th>
<th>Cost Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>1974</td>
<td>1.78</td>
</tr>
<tr>
<td>1975</td>
<td>1.70</td>
</tr>
<tr>
<td>1976</td>
<td>1.61</td>
</tr>
<tr>
<td>1977</td>
<td>1.52</td>
</tr>
<tr>
<td>1978</td>
<td>1.45</td>
</tr>
<tr>
<td>1979</td>
<td>1.35</td>
</tr>
<tr>
<td>1980</td>
<td>1.20</td>
</tr>
<tr>
<td>1981</td>
<td>1.10</td>
</tr>
<tr>
<td>1982</td>
<td>1.00</td>
</tr>
</tbody>
</table>
CHAPTER 2

ROUTE AVERAGES

This chapter contains average costs per mile for entire routes in the "surface maintenance" and "snow and ice control" categories, as well as figures for total maintenance costs (all categories). These figures are listed for each year studied; multi-year averages are also included.

Average costs per mile have also been computed for the group of roads with paved surfaces, for those with gravel surfaces, and for all studied roads combined.

NOTES TO TABLES & FIGURES IN CHAPTER 2

1. The "gravel" road category includes the Steese, Elliot, Taylor, and Denali Highways; all other routes are in the "paved" road category. These categories are not entirely accurate, since in reality the first 31 miles of the CDS Steese Highway (as far as historical milepost 44) are paved, as are the first 21 miles of the Denali Highway. All routes in the "paved" category are entirely paved with asphalt concrete or asphalt surface treatments.

2. All of the roads in the "paved" category are kept open in winter, while with one exception those in the "gravel" category are not maintained in winter. The exception is the Steese Highway, which is kept open in winter as far as the end of the pavement and also between Central and Circle; a total of about 66 miles or more than 40% of the length of the route.
3. All multi-route averages are weighted according to the lengths of the routes involved. These route lengths are as follows (variations indicate changes in the CDS log and/or unavailability of complete data).

   Taylor Hwy: 161 miles (all years)
   Denali Hwy: 135 miles ('74-'77), 136 miles ('78-'82)
   Steese Hwy: 152 miles (all years)
   Elliot Hwy: 84 miles ('78-'82), no data for earlier years
   Parks Hwy: 279 miles ('74-'76), 278 miles ('77), 316 miles ('78-'82)
   Sterling Hwy: 139 miles ('78-'82), no data for earlier years
   Alaska Hwy: 275 miles, (all years)
   Richardson Hwy: 271 miles ('74-'77), 272 miles ('78-'82)
   Tok Cutoff Hwy: 124 miles (all years)
   Seward/Glenallen Hwy: 260 miles ('77-'82), no data for earlier years

4. Urban and/or four lane sections of highways in the Fairbanks and Anchorage areas have not been included in the averages. These sections include the Anchorage Maintenance Station section of the Seward/Glenallen Highway, the end of the Alaska Highway (between Eielson Air Force Base and Fairbanks) and the end of the Parks Highway (between Ester and Fairbanks).


**Table 4**

**Route Average Costs**

All Maintenance Cost Categories, 1982 Dollars Per Mile

<table>
<thead>
<tr>
<th>Highway</th>
<th>Fiscal Year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>'74</td>
</tr>
<tr>
<td>Taylor</td>
<td>2,019</td>
</tr>
<tr>
<td>Denali</td>
<td>1,530</td>
</tr>
<tr>
<td>Steese</td>
<td>3,696</td>
</tr>
<tr>
<td>Elliot</td>
<td>N/A</td>
</tr>
<tr>
<td>Parks</td>
<td>5,175</td>
</tr>
<tr>
<td>Sterling</td>
<td>N/A</td>
</tr>
<tr>
<td>Alaska</td>
<td>3,435</td>
</tr>
<tr>
<td>Richardson</td>
<td>8,225</td>
</tr>
<tr>
<td>Tok Cutoff</td>
<td>7,153</td>
</tr>
<tr>
<td>Seward/Glenallen</td>
<td>8,929</td>
</tr>
<tr>
<td>Avg. Paved</td>
<td>6,469</td>
</tr>
<tr>
<td>Avg. All</td>
<td>5,379</td>
</tr>
</tbody>
</table>
Figure 1

AVERAGE MAINTENANCE COSTS
ALL COST CATEGORIES

1982 DOLLARS PER MILE

FISCAL YEAR

□ PAVED ROADS
△ ALL ROADS STUDIED
◊ GRAVEL ROADS
Figure 2

AVERAGE MAINTENANCE COSTS
ALL COST CATEGORIES

1982 DOLLARS PER MILE

FISCAL YEAR
Figure 3

AVERAGE MAINTENANCE COSTS
ALL COST CATEGORIES

1982 DOLLARS PER MILE

FISCAL YEAR

ELLIOIT HWY
STEES HWY
TAYLOR HWY
DENALI HWY
### TABLE 5

**ROUTE AVERAGE COSTS**

Surface Maintenance, 1982 Dollars Per Mile

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>FISCAL YEAR</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>74</td>
<td>75</td>
<td>76</td>
<td>77</td>
<td>78</td>
<td>79</td>
<td>80</td>
<td>81</td>
<td>82</td>
<td>AVG.</td>
<td></td>
</tr>
<tr>
<td>Taylor</td>
<td>743</td>
<td>1,557</td>
<td>2,401</td>
<td>1,296</td>
<td>1,167</td>
<td>1,220</td>
<td>1,255</td>
<td>1,254</td>
<td>1,352</td>
<td>1,361</td>
<td></td>
</tr>
<tr>
<td>Denali</td>
<td>721</td>
<td>705</td>
<td>1,089</td>
<td>1,818</td>
<td>1,437</td>
<td>942</td>
<td>1,696</td>
<td>3,195</td>
<td>1,192</td>
<td>1,423</td>
<td></td>
</tr>
<tr>
<td>Steese</td>
<td>1,680</td>
<td>1,211</td>
<td>2,075</td>
<td>2,791</td>
<td>1,948</td>
<td>1,288</td>
<td>2,072</td>
<td>1,493</td>
<td>1,299</td>
<td>1,762</td>
<td></td>
</tr>
<tr>
<td>Elliot</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>4,053</td>
<td>926</td>
<td>2,561</td>
<td>1,551</td>
<td>1,770</td>
<td>2,172</td>
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<tr>
<td>Parks, 1-12</td>
<td>1,791</td>
<td>1,963</td>
<td>2,782</td>
<td>1,732</td>
<td>4,136</td>
<td>2,341</td>
<td>2,405</td>
<td>2,590</td>
<td>3,429</td>
<td>2,603</td>
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</tr>
<tr>
<td>Mile 0-316</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sterling</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>5,302</td>
<td>3,016</td>
<td>3,862</td>
<td>1,827</td>
<td>1,974</td>
<td>3,196</td>
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<tr>
<td>Alaska</td>
<td>1,886</td>
<td>1,838</td>
<td>3,446</td>
<td>2,112</td>
<td>4,109</td>
<td>4,179</td>
<td>2,599</td>
<td>4,459</td>
<td>4,347</td>
<td>3,219</td>
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<tr>
<td>Mile 0-275</td>
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<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Richardson</td>
<td>2,039</td>
<td>2,391</td>
<td>4,421</td>
<td>4,992</td>
<td>5,992</td>
<td>4,580</td>
<td>4,217</td>
<td>3,506</td>
<td>2,117</td>
<td>3,807</td>
<td></td>
</tr>
<tr>
<td>Tok Cutoff</td>
<td>4,840</td>
<td>3,480</td>
<td>4,150</td>
<td>3,071</td>
<td>5,758</td>
<td>7,661</td>
<td>4,481</td>
<td>5,408</td>
<td>2,642</td>
<td>4,610</td>
<td></td>
</tr>
<tr>
<td>Seward/Glenallen</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>5,334</td>
<td>6,283</td>
<td>3,956</td>
<td>3,525</td>
<td>2,734</td>
<td>2,920</td>
<td>4,125</td>
<td></td>
</tr>
<tr>
<td>Avg. Gravel</td>
<td>1,054</td>
<td>1,183</td>
<td>1,895</td>
<td>1,961</td>
<td>1,913</td>
<td>1,122</td>
<td>1,806</td>
<td>1,864</td>
<td>1,362</td>
<td>1,577</td>
<td></td>
</tr>
<tr>
<td>Avg. All</td>
<td>1,892</td>
<td>1,906</td>
<td>3,068</td>
<td>3,056</td>
<td>4,258</td>
<td>3,195</td>
<td>2,915</td>
<td>2,932</td>
<td>2,575</td>
<td>2,922</td>
<td></td>
</tr>
</tbody>
</table>
Figure 4

AVERAGE COSTS
SURFACE MAINTENANCE CATEGORY

1982 DOLLARS PER MILE

5000

4000

3000

2000

1000

0

FISCAL YEAR

- PAVED ROADS
- ALL ROADS STUDIED
- GRAVEL ROADS

-13-
Figure 5

AVERAGE COSTS

SURFACE MAINTENANCE CATEGORY

- Richardson Hwy
- Seward-Glenallen Hwy
- Sterling Hwy
- Tok Cutoff Hwy
- Parks Hwy
- Alaska Hwy

1982 DOLLARS PER MILE

6000
5000
4000
3000
2000
1000
0

73 74 75 76 77 78 79 80 81 82
FISCAL YEAR
Figure 6

AVERAGE COSTS
SURFACE MAINTENANCE CATEGORY

1982 DOLLARS PER MILE

ELLIOT HWY
STEENSE HWY
TAYLOR HWY
DENALI HWY

FISCAL YEAR

73 74 75 76 77 78 79 80 81 82
### TABLE 6

**ROUTE AVERAGE COSTS**

Snow & Ice Removal, 1982 Dollars Per Mile

<table>
<thead>
<tr>
<th>HIGHWAY</th>
<th>'74</th>
<th>'75</th>
<th>'76</th>
<th>'77</th>
<th>'78</th>
<th>'79</th>
<th>'80</th>
<th>'81</th>
<th>'82</th>
<th>AVG.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taylor</td>
<td>248</td>
<td>1,694</td>
<td>1,014</td>
<td>158</td>
<td>544</td>
<td>913</td>
<td>525</td>
<td>753</td>
<td>1,340</td>
<td>799</td>
</tr>
<tr>
<td>Denali</td>
<td>733</td>
<td>986</td>
<td>869</td>
<td>210</td>
<td>831</td>
<td>1,479</td>
<td>789</td>
<td>623</td>
<td>960</td>
<td>832</td>
</tr>
<tr>
<td>Steese</td>
<td>1,543</td>
<td>1,538</td>
<td>2,395</td>
<td>796</td>
<td>2,126</td>
<td>1,534</td>
<td>1,683</td>
<td>1,207</td>
<td>1,850</td>
<td>1,630</td>
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<tr>
<td>Elliot</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>1,354</td>
<td>2,951</td>
<td>1,565</td>
<td>1,214</td>
<td>2,398</td>
<td>1,896</td>
</tr>
<tr>
<td>Parks</td>
<td>1,865</td>
<td>4,078</td>
<td>4,721</td>
<td>4,622</td>
<td>3,625</td>
<td>3,879</td>
<td>4,439</td>
<td>2,236</td>
<td>2,987</td>
<td>3,594</td>
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<tr>
<td>Sterling</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>4,068</td>
<td>3,625</td>
<td>4,210</td>
<td>1,986</td>
<td>2,048</td>
<td>3,187</td>
</tr>
<tr>
<td>Alaska</td>
<td>1,063</td>
<td>2,104</td>
<td>2,009</td>
<td>1,638</td>
<td>1,503</td>
<td>1,351</td>
<td>1,652</td>
<td>1,229</td>
<td>2,168</td>
<td>1,635</td>
</tr>
<tr>
<td>Richardson</td>
<td>4,991</td>
<td>8,521</td>
<td>9,411</td>
<td>8,863</td>
<td>7,929</td>
<td>7,823</td>
<td>9,834</td>
<td>8,588</td>
<td>8,103</td>
<td>8,230</td>
</tr>
<tr>
<td>Tok Cutoff</td>
<td>1,578</td>
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* See Note 2
Figure 7

AVERAGE COSTS
SNOW AND ICE CONTROL

1982 DOLLARS PER MILE

FISCAL YEAR

-17-
Figure 8

AVERAGE COSTS
SNOW AND ICE CONTROL

1982 DOLLARS PER MILE

- 12000 -
- 10000 -
- 8000 -
- 6000 -
- 4000 -
- 2000 -
- 01 -

FISCAL YEAR

RICHARDSON HWY
SEWARD-GLENALLEN HWY
STERLING HWY
TOK CUTOFF HWY
PARKS HWY
ALASKA HWY
Figure 9

AVERAGE COSTS
SNOW AND ICE CONTROL

1982 DOLLARS PER MILE

ELLIOIT HWY
STEESE HWY
TAYLOR HWY
DENALI HWY

FISCAL YEAR

73 74 75 76 77 78 79 80 81 82
CHAPTER 3

MILE-BY-MILE SURFACE MAINTENANCE COSTS

This chapter contains average annual expenses in the surface maintenance category by individual mile of roadway. The figures are listed in 1982 dollars, and the years used in computing the averages are noted on the tables and figures. The routes include all of those listed in Table 2. They are listed in the alphabetical order of their names.

No figures have been computed for the last 22 miles of the Alaska Highway (the four lane section between Eielson Air Force Base and Fairbanks).
ALASKA HWY FY 74-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

Figure 10
ALASKA HWY FY 74-82
SURFACE MAINTENANCE COSTS

Figure 10
ALASKA HWY FY 74-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

Delta Junction Maintenance Station

Figure 10 (cont.)
ALASKA HWY FY 74-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

Figure 10 (cont.)
TABLE 7

Alaska Highway, CDS Route 180,000
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DENALI HWY FY 74-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

Figure 11
DENALI HWY FY 74-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

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ELLIONT HWY FY 78-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1992 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

Figure 12
ELLiot HWY FY 78-82
SURFACE MAINTENANCE COSTS

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PARKS HWY FY 78-82
SURFACE MAINTENANCE COSTS

Figure 13 (cont.)
Figure 13 (cont.)
PARKS HWY FY 78-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

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RICHARDSON HWY FY 74-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

Figure 14 (cont.)
RICHARDSON HWY FY 74-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

Figure 14 (cont.)
RICHARDSON HWY FY 74-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

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SEWARD-GLENALLEN HWY FY 77-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0

70 80 90 100 110 120 130 140
MILE ENDING AT CDS ROUTE MILE NO.

Ingram Ck
Whittier Ferry
Train Stop
Alyeska Rd
Bird Ck
Potter's Marsh
Diamond Rd
Muldoon Rd

Silvertip Maint Sta
Girdwood Maintenance Station
Anchorage Maint Sta

Figure 15 (cont.)
Figure 15 (cont.)

SEWARD-GLENALENN HWY FY 77-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

140 150 160 170 180 190 200 210

Eagle Rd
Old Glenn Hwy
Knik & Matanuska R.
Parks Hwy
Enter Palmer
Moose Ck
Grande Ck
Kings R.
Chickaloon R.
Figure 15 (Cont.)
SEWARD-GLENALLEN HWY FY 77-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

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STEESE HWY FY 74-82
SURFACE MAINTENANCE COSTS

Figure 16
STEESE HWY FY 74-82
SURFACE MAINTENANCE COSTS

Figure 16 (cont.)
STEESE HWY FY 74-82
SURFACE MAINTENANCE COSTS

Figure 16 (Cont.)
### TABLE 13

Steese Highway, CDS Route 157,000

Average Annual Surface Maintenance Costs FY '74 - '82

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STERLING HWY FY 78-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS) vs MILE ENDING AT CDS ROUTE MILE NO.

Figure 17
STERLING HWY FY 78-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

Figure 17 (cont.)
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TAYLOR HWY FY 74-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982 DOLLARS)

MILE ENDING AT CDS ROUTE MILE NO.

Figure 18 (cont.)
TAYLOR HWY FY 74-82
SURFACE MAINTENANCE COSTS

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TOK CUTOFF HWY FY 74-82
SURFACE MAINTENANCE COSTS

Figure 19
TOK CUTOFF HWY FY 74-82
SURFACE MAINTENANCE COSTS

AVG ANNUAL COST (1982) DOLLARS

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TABLE 16
Tok Cutoff Highway, CDS Route 230,000
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CHAPTER 4

IMPLEMENTATION OF RESEARCH RESULTS

This research project has resulted in the compilation of maintenance costs of selected Alaskan highways. Along with the previous report "Compilation of Highway and Airport Maintenance Costs" this information will be useful to regional maintenance supervisors and directors, highway designers and budget planning personnel to ascertain factors involved in building and maintaining different types of roads. This report will be distributed throughout the Department as a reference manual.