

SCR

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SCR 11

Muldoon Cloverleaf (& Ft. Richardson) Kelly

This was passed out of committee while Kelly was chairman. The vote was four "do passes" (Kelly, Rodey, Zeigler, Bradley)

This resolution would request a study to determine what additional placement of guardrails or other measures are necessary to improve safety of the Muldoon and Ft. Richardson cloverleaves.

Attached:            1) Bill  
                         2) Staff summary  
                         3) Fiscal  
                         4) Minutes

Introduced: 2/13/79  
Referred: State Affairs and  
Finance

1 IN THE SENATE

BY KELLY

2 SENATE CONCURRENT RESOLUTION NO. 11  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 ELEVENTH LEGISLATURE - FIRST SESSION

5 Relating to the hazardous condition  
6 of the Muldoon<sup>Ft Richardson</sup> cloverleaf on the  
7 Glenn Highway due to lack of adequate  
8 guardrails.

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

10 WHEREAS numerous motor vehicle accidents have occurred on the Muldoon  
11 cloverleaf of the Glenn Highway, especially during the winter months; and

12 WHEREAS numerous residents of the Municipality of Anchorage have com-  
13 plained to no avail about the lack of adequate guardrails on the Muldoon  
14 cloverleaf;

15 BE IT RESOLVED that the Alaska State Legislature respectfully requests  
16 the Governor to direct the commissioner of transportation and public facili-  
17 ties to conduct a study to determine what additional placement of guardrails  
18 or other measures are necessary to improve the safety of the Muldoon<sup>Ft Richardson</sup> clover-  
19 leaf<sup>at</sup> and to submit the results of the study to the legislature, including  
20 proposals for corrective action, no later than ~~March 30, 1979.~~ <sup>30 DAYS following passage</sup>

21 of this Resolution.

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SCR 11

Relating to the hazardous condition  
of the Muldoon cloverleaf on the  
Glenn Highway due to lack of ad-  
equate guardrails.

KELLY

SUMMARY

This resolution requests the Governor to direct the Department of Transportation to conduct a study to determine what additional placement of guardrails or other measures are necessary to improve safety of the Muldoon cloverleaf. The results of the study are to be submitted to the legislature by March 30, 1979.

FISCAL

See attached Fiscal and additional comments prepared by the Department of Transportation

THE LEGISLATURE OF THE STATE OF ALASKA  
TENTH LEGISLATURE

FISCAL NOTE

I. REQUEST  
 Bill/Resolution No. SCR 11  
 Title Mudston Cloverleaf Improvements  
 Requested by Senator Mulcahy Date 2/16/79

II. FISCAL DETAIL  
 Agency Affected Dept. Trans & P.F.  
 Program Category Affected Highways  
 Budget Request Unit(s) Affected \_\_\_\_\_

EXPENDITURES (Thousands of Dollars)

|                          | FY 77 | FY 78 | FY 79 | FY 80 | FY 81 | FY 82 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| 100 PERSONAL SERVICES    |       |       | 5.0   |       |       |       |
| 200 TRAVEL               |       |       |       |       |       |       |
| 300 CONTRACTUAL          |       |       |       |       |       |       |
| 400 COMMODITIES          |       |       |       |       |       |       |
| 500 EQUIPMENT            |       |       |       |       |       |       |
| 600 LAND & STRUCTURES    |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS, ETC. |       |       |       |       |       |       |
| TOTAL                    |       |       | 5.0   |       |       |       |

FUNDING (Thousands of Dollars)

|                 |  |  |     |  |  |  |
|-----------------|--|--|-----|--|--|--|
| GENERAL FUND    |  |  | 5.0 |  |  |  |
| FEDERAL FUNDS   |  |  |     |  |  |  |
| OTHER (Specify) |  |  |     |  |  |  |

POSITIONS

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL TIME |  |  |  |  |  |  |
| PART TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

- A. At the present time, without any accident analysis or current data -- slope flattening appears to be the best solution to this problem, with extra lane second.
- B. Guardrail is the least desirable option because it is believed that it would cause more property damage than it could relieve.
- C. The study would determine which option is best.
- NOTE: this is not qualified as a "high accident" area in Anchorage.

IV. DATE 2/20/79 PREPARED BY JAB  
 AGENCY Design & Const.  
 PHONE 4-2121 X236

Original: Legislative Finance  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)

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19 leaf and to submit the results of the study to the legislature, including  
20 proposals for corrective action, no later than March 30, 1979.

21 *More accidents than should be, but not high accident area.*

22 *1. Region doesn't want guardrail. -*

23 *A. Might cause more prop. clam. than relieved*

24 *2. Maybe signing, additional lanes, slope flattening*

25 *A. Slope flattening seems most desirable at*

26 *this time - a study may prove otherwise.*

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STATE AFFAIRS COMMITTEE

February 21, 1979

The meeting was called to order by Senator Tim Kelly.

The first subject to be discussed was the Muldoon Cloverleaf, SCR 11.

Kelly said he wrote the legislation because he lived in the general area of the cloverleaf and constituents at Fort Richardson, Elmendorf Air Force Base and in the Muldoon area had complained that there were no adequate guardrails. He noted that he had been in Anchorage over the weekend and that he too noticed the problem.

Martin Nickerson, State Traffic Engineer with the Department of Transportation said he had just received the information about the bill that morning. He and Kelly discussed which portion of the road did not have adequate guardrails and they looked at a map.

Kelly said the problem was with the inside ramp.

Nickerson said that 15,000 cars a day used the cloverleaf or 14 million a year.

He said there were 4 accidents at the intersection in 1976 with two injuries, 18 accidents in 1977 with 1 fatality and 4 accidents in the first 6 months of 1978. Overall this is considered a very low accident rate - 1.2 accidents per million vehicles. He described the bridge as having an outside abutment, 3% grade and 20 foot drop off.

Eleven out of the 18 accidents in 1977 were in slush conditions - since that time groves had been put in the road to help mitigate the problem.

Kelly wanted to know the cost and type of study that could be done to see whether guardrails should be put on the outside.

Dick Holden said for \$5,000 they could look into accident reports to try to develop traffic records. If they developed a history where people go off of the road more than the norm the department would then do a study to correct the problem.

Bradley and Kelly wanted to know if a study of the Fort Richardson cloverleaf could also be included in the \$5,000 report. Affirmative.

Holden requested that the wording of the bill be "30 days after the resolution passes rather than specifying a specific effective date."

Bradley made a motion the amendment be added and that the bill be passed out of committee. There were no objections.

Art Peterson, Assistant Attorney General testified on SB 3. He said he had no prepared presentation - that he still opposed the bill in its current form. He was not convinced of the need for the bill but if the committee felt it was important he preferred his proposed Committee Substitute.

Kelly said the author (who was not present) would like to amend the bill by deleting "adopted" and adding "enforced".

Peterson said one of his major objections to the wording of the bill is that compensation is set by law, never by guidelines.

He said for the administrative agencies to operate under the bill it would require regulations be enforced - this would be related to the contract. He felt his two significant changes would make the bill more acceptable to the administration.

Senator Kelly asked Mike if Senator Sumner favored Peterson's changes.

Mike said it was his understanding that the Senator did not favor Peterson's version of the bill.

Kelly said that the author wanted SB 86 attached in its entirety to the bill as an amendment.

Peterson said that he "flatly disagree with the recollection of the staff - Senator Sumner recognizes that compensation is not set by law and regulation."

Thompson asked Peterson if he had met with Sumner since the last hearing.

Peterson said that he had not.

Kelly asked for a motion to add the amendment and to refer the bill to Finance stating Peterson and Sumner could fight it out there.

Bradley asked if staff member Cheryl Frasca had any comments on Sumner's behalf. Cheryl said she had not discussed the bill for a couple of weeks, however, she recollected that Mike was correct - the Senator was not pleased with Peterson's version.

Bradley moved the amendment be adopted and the bill be moved to Finance.

Ziegler recommended that Mike put together the amended bill and bicycle it to the various committee members for signature.

SCR 3 - there was no one present to testify. Kelly said he had spoken to Ray and that he had no problem with the bill that flex time was already used in many state departments.

Bradley said he had no objections that he was already using flex time with his employees as was H & SS - he moved the bill be passed to the finance committee.

SCR 2 There was no one present to testify. Kelly said he'd read the bill and had no problems with it. He requested a motion to have it passed out for individual recommendations.

Bradley made the motion. No objections.

SJR 23 Senator Colletta was unable to testify because he was at another hearing. A staff member from Colletta's office passed out more supporting information for the bill.

Kelly said he had reservations with the bill but since no one was present to testify on its behalf that it be postponed for a future hearing.

The meeting was adjourned.

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KELLY

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