

HB

7449

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. HB 749

Title Appropriation for Girdwood/Alyeska Pathway

Requested by Rylsma

Date 3/2/82

II. FISCAL DETAIL

Agency Affected Transportation and Public Facilities

Program Category Affected Transportation

BRU, Program, Or Subprogram(s) Affected _____

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	1,675,000.					

FUNDING (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
GENERAL FUND	1,675,000					
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
FULL TIME						
PART TIME						
TEMPORARY						

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

Construction of an 8 foot paved pathway along north side of Girdwood-Alyeska Highway from the Old School to the lodge parking lot and south side between the Crow Creek Highway to Hightower Road and Timberline Drive to the parking lot, and also a spur up Hightower Road to the new school. Includes new bridge across Glacier Creek. Length 3.7 miles.

Estimated Costs: \$1,675,000

Operational Aspects: Responsibilities for maintenance have yet to be determined.

Estimated Costs - Municipality of Anchorage

Parks and Recreation Dept. utilized a \$1,500 per mile figure for estimating maintenance costs (year round).

\$1,500 x 3.7 mile length = \$5,550.00 (Annual)

IV. DATE 3/2/82

PREPARED BY John C. Bates

AGENCY DOT/PF

PHONE _____

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named)

33-C01 (Rev. 12/81)

(con't.)

Another mechanism would be for the Municipality of Anchorage to pass maintenance funds through to the Girdwood Board of Supervisors to handle maintenance efforts perhaps through local contract.

Estimated Costs - DOT/PF Maintenance Section

DOT/PF M & O currently does not own the proper equipment to maintain a pathway of this type. If DOT/PF maintenance forces were to be responsible, the necessary equipment would have to be purchased.

Initial Purchase of Equipment - 730J Rotary Snow Blow Bombardier MTD
500 TPH - cost \$60,188.

Annual maintenance and operating costs \$15,500 (30 hours monthly - amortize equipment - Dec., Jan., Feb., & March - manpower @ \$25.00 hr.)

Another option would be for DOT/PF to pass through money made available to a local service supplier.

Note on Maintenance Costs

Paul Meyerhoff of the Girdwood Board of Supervisors said that the Board would take care of routine maintenance of the pathway. He thought that the funds provided by the municipality could be budgeted for this purpose.

He made these comments at a meeting held December 8, 1981 at the Governor's Office in Anchorage.

STATE OF ALASKA

JAY S. HAMMOND, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION

4111 AVIATION AVENUE
POUCH 6900
ANCHORAGE, ALASKA 99502
(TELEX 25-189)

Date: February 2, 1982

Prepared By: Design

PRELIMINARY CONSTRUCTION COST ESTIMATE FOR:

Project: Girdwood-Alyeska Pathway

From: Old School (MP ---) TO: End of SMS (MP ---)

Total Length: 3.7 Miles

Location and Description: 8 foot paved pathway along north side of Girdwood - Alyeska Highway from the Old School to the lodge parking lot and south side between the Crow Creek Highway to Hightower Road and Timberline Drive to the parking lot, and also a spur up Hightower Road to the new school. This includes a new bridge across Glacier Creek.

Current ADT: 3500

Design ADT: NA

Required Width: 8'-0"

Actual Width: NA

Assumed Structural Section H.A.P.: 1 1/2 in.

C.A.B.: 4 1/2 in.

Borrow: ----- in.

Estimated Costs (1981 Dollars) Based Upon Above Assumptions:

1. Construction Estimate:	\$ 950,000
2. Construction Administration (12% of 1):	\$ 115,000
3. Subtotal:	\$ 1,065,000
4. Preliminary Engineering (---% of 1):	\$ -0-
5. Right of Way (\$ 50,000.00 /Acre):	\$ 450,000
6. Utilities: (\$1,000/pole)	\$ 10,000
7. Subtotal:	\$ 1,525,000
8. Contingencies (10% of 7):	\$ 150,000
TOTAL:	\$ 1,675,000

GIRDWOOD
BOARD OF SUPERVISORS



P.O. BOX 249
GIRDWOOD, ALASKA 99587

George McCoy, Chairman
Tim Bennett
Roger Davis
Sewell Faulkner
Paul Meyerhoff

MUNICIPALITY OF ANCHORAGE
GEORGE M. SULLIVAN, MAYOR

December 13, 1981

Representative Bernie Bylsma
SRA Box 4106
Anchorage, Alaska 99502

Dear Bernie:

On behalf of the Girdwood Community, I would like to express our appreciation for the assistance of William Mailer in our current road situation. It is certainly most tragic that it has taken four horrible deaths along this road to make us realize that the situation must be corrected.

We would be most appreciative if you would direct a member of your staff to assist us in securing the necessary funding under a special or supplemental appropriation during the first month of the upcoming legislative session. Possibly this will be Mr. Mailer. With your help, that of our other legislative delegations, the municipality of Anchorage, and the Governor's Office, we will see a pedestrian walkway in place by next fall.

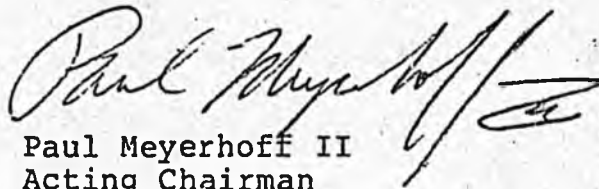
It is our sincere hope that the walkway funding will not be any sort of political football, and thus be stalled to the end of the session. No more time should be lost over this matter. All of us need to work together to see the design, construction, and funding through to a successful conclusion. We all hope no more lives are taken.

Please let me know who from your staff we can call while you are in Juneau. As soon as we have a good funding figure from DOTPF we should move on the funding request. Thank you for working on this. Your personal support is very much appreciated by our Board of Supervisors and our citizens.

logged 1-8-82

Representative Bernie Bylsma
December 13, 1981
Page 2

Sincerely,

A handwritten signature in cursive script, appearing to read "Paul Meyerhoff II".

Paul Meyerhoff II
Acting Chairman

cc: Girdwood Board of Supervisors
Mayor George Sullivan
Mayor Elect Tony Knowles
Governor Jay Hammond
Senator Mike Colletta
Rep. Ray Metcalfe

December 17, 1981

To whom it may concern:

This letter is in regards to the tragic accident that took the lives of two young boys in Girdwood, December 5, 1981.

I have lived in Girdwood for seven years. I am chief of the emergency medical services for this area. This is not the first time I have seen innocent young people killed on that road. Partidularly in the winter where there is even less of a place to walk than in the summer.

It is long overdue that pedestrian walkway be constructed along the Alyeska Highway. This should not be donfused with a adjacent bikeway. The walkway needs to be seperate from the road. It will need to be maintained in the winter so people can use it. A seperate walkway needs to be constructed over Glacier Creek.

Appropriate funding should be allocated for this and construction started early summer 1982.


Sincerly,

Judy Kuleta
Judy Kuleta

cc:

Gov. Jay Hammond
Senator Mike Colletta
Rep. Bernie Bylsma

logged: 1-8-82



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

September 5, 1978

Ms. Patricia L. Absher
Girdwood Board of Supervisors
P. O. Box 591
Girdwood, Alaska 99587

Dear Ms. Absher:

The Girdwood Bike Path project is still in the location and feasibility study stage. One proposed location along the utility corridor was rejected by the Borough Engineers and it received very little community support. The other possible location along the highway was found to be impractical because of the many driveways on the west side. This same location was found to be even less practical on the east side because of the topography.

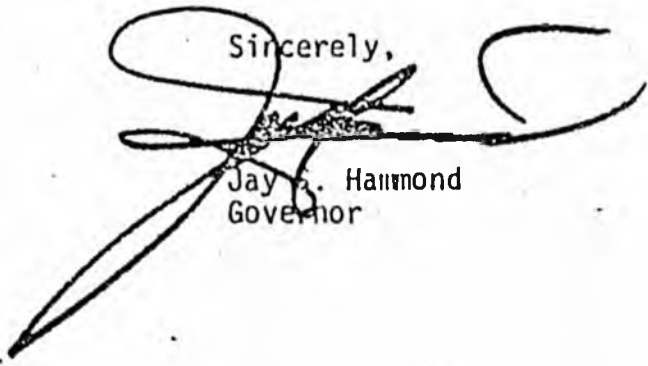
During a meeting with residents last winter, the State agreed to the installation of a series of lights to illuminate the most dangerous areas. This has been done.

Parking and pedestrian problems are pointing to a common solution that involves minor widening of the west side and the construction of a curb, gutter and sidewalk system. The Department of Transportation and Public Facilities' staff engineers are presently developing this proposal. I am advised that the Department will be prepared to discuss this improvement with local residents by approximately September 15.

We still have high hopes that we will be able to reach a solution that is acceptable to the community and have a major segment completed in 1979.

Thank you for your support.

Sincerely,



Jay S. Hammond
Governor

Accident Kills Girdwood Girl

Nov. 14, 1977
Times By The Associated Press

A 12-year-old girl has died of injuries received when she was struck by a car near Alyeska Ski Resort, Alaska State Troopers report.

A spokesman said Catherine Maule was walking with a male companion Saturday night when she was struck by a vehicle driven by a male juvenile. She died early yesterday.

Miss Maule was the daughter of Catherine Maule of Girdwood and Julian Maule of Seattle.

The driver of the vehicle said he could not see the two pedestrians because of darkness and falling snow, troopers reported. And witnesses say the victim and her friend were partially on the highway.

An investigation of the accident is under way, troopers said.

Girdwood walkway plans resurface following deaths

by Robb Nichols

Times Staff

Girdwood residents, angry at the deaths of two more children along the Girdwood Highway, have scheduled a meeting at 7:30 tonight in the Girdwood Community Hall to discuss ways to obtain a walkway along the road.

Wesley Gerrish, 10, and his brother Scott, 13, both of Girdwood, were struck by a rented car driven by Patrick Clemans, 22, of Sitka, at about 4:30 p.m. Saturday as they walked along the parking lane at

Mile 2.5 of the highway, according to Alaska State Troopers. The two boys died Saturday night at Providence Hospital.

Clemans has been charged with two counts of criminally negligent homicide and jailed in lieu of \$10,000 bond, troopers said.

The deaths of the Gerrish boys brought to four the number of car-pedestrian fatalities along the highway in Girdwood in the past five years, and a fifth young victim was

(See SAFETY, page A-3)

Safety

(Continued from page A-1)
permanently crippled in a similar accident.

Speed and careless driving are the causes of these accidents. Ellie Brown, a Girdwood merchant, said today. Needed to prevent such tragedies in the future is enforcement of the 30 mph speed limit that extends from Girdwood's residential and business area to Alyeska Ski Resort, and a pedestrian walkway and bike path along the highway, Brown said.

"We hope to get the funding we were allotted for bikeways and pedestrian paths" from the municipality of Anchorage, Brown said. She charged that Anchorage budgeted money for a walkway several years ago, but "every year the budget is cut, and every year (construction) is postponed."

Brown said: "It is commonplace that Anchorage takes Girdwood for granted except for higher taxes and zoning . . . but over half the people here have families with small children who walk that highway every day." Saturday's accident claimed the only children in a family that was planning to move to Hawaii soon, she added. The family also lost a child recently to Sudden Infant Death Syndrome.

"It's not the people who live in Girdwood who are the problem, it's the people who live in Anchorage who are the problem . . . We want an immediate solution," Brown said.

Paul Meyerhoff, a member of the Girdwood Board of Supervisors, said

the resort community has been trying unsuccessfully to get a pedestrian walkway and bike path constructed along the highway since 1964.

"We seem to get a political run-around from people in Juneau, and from people in Anchorage," Meyerhoff said. "The question that goes through people's minds in Girdwood is how many more children have to die before we get what we need to take care of this situation."

He said Girdwood residents have also asked for lower speed limits and stop signs on the highway, but without success. "Citizens here are very frustrated. They don't know what to do to get the problem solved," he added.

Anchorage Mayor George Sullivan said today the roadway in question is a state highway. But, he added, "we did take the matter to the voters this fall." Approved in the election was a \$1.5 million project to meet the Girdwood demand, of which \$200,000 was funded. Sullivan said he hopes the balance will be appropriated by the Legislature next year.

However, Meyerhoff said, no one in Girdwood seems to know who in the municipality is responsible for planning this project.

Troopers said Clemans had passed another vehicle, pulled back into the northbound lane on the Girdwood Highway, and veered onto the safety shoulder at the time of the accident. They said the investigation is continuing, and that they are awaiting the results of blood alcohol tests performed on Clemans.

****PLEASE NOTE****

THE ORIGINAL FILE CONTAINS AN OVERSIZED DOCUMENTS THAT
~~ARE~~ UNSUITABLE FOR FILMING. PLEASE REFER TO THE ALASKA
STATE ARCHIVES TO VIEW THE ORIGINAL.