

COMMITTEE REPORT
HOUSE

(11)

FURTHER:

5/24/83

Date:

5-24-83

Mr. Speaker:

FINANCE

SCR 6

The Committee on _____ has had _____

Encouraging the upgrading and resurfacing of the Old Glenn Highway from the Knik River to the Matanuska River.

under consideration and reports it back as follows:

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

MEMBERS SIGNING
DO PASS

Albert L. Cook

W. H. ...

J. H. ...

...

...

...

...

...

...

MEMBERS HAVING
OTHER RECOMMENDATIONS:

Walt ...

John ... - Pass if give Special Favors to District Roads

...

...

... (Central region is large - all needs see great)

WILLO H. FITZ (NO REC)

...

Albert L. Cook
CHAIRMAN

Introduced: 2/24/83
Referred: Transportation
and Finance

1 IN THE SENATE

BY KERTTULA

2

SENATE CONCURRENT RESOLUTION NO. 6

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Encouraging the upgrading and resurfac-

6

ing of the Old Glenn Highway from the

7

Knik River to the Matanuska River.

8

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

9

WHEREAS in response to an overwhelming statement of need by the people

10

of the Matanuska-Susitna Borough that the Old Glenn Highway from the Knik

11

River Bridge to the City of Palmer is in unsafe and deplorable condition;

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and

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WHEREAS the population of the Matanuska-Susitna Borough is rapidly

14

increasing; and

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WHEREAS the Old Glenn Highway is a state-owned and maintained highway;

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and

17

WHEREAS the Old Glenn Highway is a major thoroughfare in the

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Matanuska-Susitna Borough; and

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WHEREAS the Butte area along the Old Glenn Highway is one of the most

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productive agricultural areas of the state and the produce is transported

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by truck over the Old Glenn Highway; and

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WHEREAS there is an increase of traffic on this historic road; and

23

WHEREAS there was a large flood from the Knik River which damaged the

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surface of the highway; and

25

WHEREAS a dike has been constructed to prevent damage to the highway

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in the event of another flood; and

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WHEREAS the Old Glenn Highway has not been resurfaced since it was

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paved in the 1960's; and

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WHEREAS 450 residents along the Old Glenn Highway have signed a

1 petition stating that the Old Glenn Highway has fallen into such disrepair
2 that it is a hazard to drive;

3 BE IT RESOLVED by the Alaska State Legislature that the governor is
4 respectfully requested to direct the commissioner of transportation and
5 public facilities to request as a high priority, funds from the Federal
6 Highway Administration for the upgrading and resurfacing of the Old Glenn
7 Highway from the Knik River to the Matanuska River.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: SCR 6
 Title: Upgrade of Old Glenn Highway
 Sponsor: Senator Kerttula
 Requestor: House Finance
 Date of Request: 5/22/84

FISCAL DETAIL

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

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88 -	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

The bill requests exploration of federal funds for the project; hence actual costs cannot be determined until amount of federal funds available for the project is determined. The DOT/PF should not assume that general funds have to be used for the project.

ANALYSIS: Attach a separate page for analysis

Prepared By: Al Adams, Chair *AAA* Phone: 465-3706
 Division: House Finance Committee Date: 5/22/84

Approved by Commissioner: _____ Date: _____
 Agency: _____

Distribution (by Agency preparing fiscal note):

Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

12/1/83

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

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 Title: Upgrade of Old Glenn Highway
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EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88 -	FY 89
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

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 Division: House Finance Committee Date: 5/22/84

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- Legislative Sponsor
- Requestor
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- Impacted Agency(ies)

12/1/83

STATE OF ALASKA
FISCAL NOTE

Revision Date March 17, 1983

I. REQUEST

Bill/Resolution No.: SCR 6
Title: Encouraging the upgrading and resurfacing of the Old Glenn Hwy from the Knik River to the Matanuska River.

Sponsor: Kerttula
Requestor:

II. FISCAL DETAIL

Agency Affected: DOT/PF
Program Category Affected:

BRU, Program of Subprogram(s) Affected:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						
CAPITAL	-	100.0	100.0	100.0	5,277.2	5,472.4
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	100.0	100.0	100.0	5,277.2	5,472.4
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

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

Not identified in SCR 6

IV. ANALYSIS: See Attached for Analysis.

Prepared by: Reed Gibby Phone: 266-1652
Division: Planning & Programming Date: 3/15/83
Approved by Commissioner: *Don J. Seger* Date: 3/17/83
Department: Transportation & Public Facilities

Distribution:

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

3/8/83

IV. Analysis

The estimated costs of this project in FY'83 dollars are as follows:

Preliminary Engineering	\$ 327,000
Right of Way Acquisition	111,000
Construction	6,813,000

All costs are assumed to inflate at 10% per year.

The preliminary engineering is assumed to require 42 months and was allocated as follows:

FY'84	\$100,000
FY'85	100,000
FY'86	100,000
FY'87	104,700

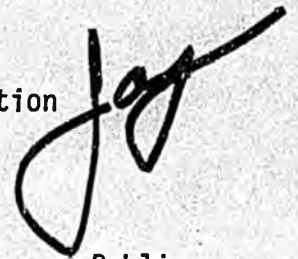
The Right of Way acquisition was assumed to occur in FY'87 at a cost of \$162,500.

The construction phase was assumed to last 2 years and was allocated as follows:

FY'87	\$5,000,000
FY'88	5,472,400

The Old Glenn Highway is designated as a Federal-Aid Secondary route, however this analysis assumes that project funding would be from the State General Fund. If federal funding was used approximately 90% of the project costs would be eligible for federal funding. This analysis also assumes that replacement of the bridge across the Matanuska River is not included in the project.

Senate Concurrent Resolution #6: Justification

A large, stylized handwritten signature in black ink, appearing to be 'Jay', is written over the right side of the page, partially overlapping the title.

SCR 6 will indicate to the Department of Transportation and Public Facilities (DOT/PF) the Legislature's priority to upgrade the Old Glenn Highway between the Knik River and Palmer in the Matanuska-Susitna Borough.

Average Daily Traffic (ADT) on this major collector for the eastern Matanuska Valley varies from 1,000 ADT at the Knik River to 6,000 ADT at Palmer.

The DOT/PF has recognized the need for major upgrade and is preparing preliminary engineering and environmental analysis for reconstruction.

The Old Glenn Highway was the first road access to Palmer and areas north out of Anchorage. The highway was constructed in the 1930's and last resurfaced in the early 1960's. Portions of the highway were damaged in the early 1970's by spring overflow flooding. This problem will be prevented by a dike which has since been constructed. There has been no subsequent repair of the highway, however.

The reconstruction program would include right-of-way acquisition and realignment, bridge replacement and resurfacing. DOT/PF has begun the process of using Federal Highway Administration (FHWA) matching funds for the reconstruction with \$100,000 appropriated last year by the Legislature for planning and engineering. This was matched by \$1,000,000 in FHWA funding.

JK/rjr/bck

STATE OF ALASKA

Bill Sheffield, Governor

DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES
CENTRAL REGION PLANNING & PROGRAMMING
Director's Office

4111 AVIATION AVENUE, POUCH 9900
ANCHORAGE 99502 (TELEX 25-10)
PHONE: 266-1462

*Per our in
H. file?*

Zero

April 3, 1984

*Book up for the Per
& put into the file (2)
for S report*

The Honorable Jalmar Kerttula
President of the Senate
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Senator Kerttula:

This letter is in response to your aide's request for traffic count information for the Farm Loop Road and the Old Glenn Highway in addition to the Department's plans for these roads.

Farm Loop Road has an average daily traffic (ADT) count of 180 vehicles. Due to the relatively low traffic volume, improvements to this road are considered a lower priority than for other collector roads with higher traffic volumes, such as Pittman Road and Clark-Wolverine Road. The Department has no current projects planned for Farm Loop Road.

The average ADT on the Old Glenn Highway between the Knik Bridge and Palmer varies from approximately 1000 ADT at the Knik Bridge to 6000 ADT at the junction with South Valley Way. The Department has begun the preliminary engineering and environmental analysis for reconstruction of this highway between the Knik River and Palmer.

The current schedule for this project is:

- | | |
|---|-------|
| 1. Complete Draft Location Study Report | 11/84 |
| 2. Complete Draft Environmental Document | 9/85 |
| 3. Hold Location Public Hearing | 10/85 |
| 4. Final Location Study Report and Environmental Document | 12/85 |
| 5. Obtain Federal Location Approval | 1/86 |

After obtaining federal location approval, additional funding tentatively estimated at \$350,000 will need to be obligated by the Federal Highway Administration for the design of the project, including a materials analysis. This design work is estimated to require approximately 9 months of additional time. At this time, there is no construction funding authorization for the project.

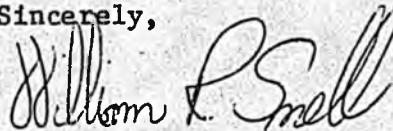
The Honorable Jalmar Kerttula

-2-

April 3, 1984

Thank you for the opportunity to provide you this information. Please contact me if I can provide additional information.

Sincerely,



William R. Snell

Director

RM/bjf

cc: Richard S. Armstrong, Director, D&C, Central Region
Ray Gillispie, Legislative Assistant, Office of the Governor
David W. Haugen, Deputy Commissioner, Central Region
Paula Ramsey, Budget Analyst/Legislative Liaison, Statewide Programs