

H B

248

COMMITTEE REPORT

HOUSE

FINANCE

FURTHER:

(9)

3/11/83

Date: 5-13-83

Mr. Speaker:

The Committee on TRANSPORTATION has had HB 248

An Act making a special appropriation to the Department of Transportation and Public Facilities for construction of a bridge in Eagle River; and providing for an effective date.

under consideration and reports it back as follows:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for HB 248 (transportation) 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

MEMBERS HAVING
OTHER RECOMMENDATIONS:

W. D. E. [unclear] Do Pass

[unclear]

[unclear]

M. W. Miller Do Pass

[unclear]

[unclear]

CHAIRMAN

Introduced: 3/11/83
Referred: Transportation
and Finance

Funding Information

General Fund	\$15,000,000
Other Funds	-0-
	<u>\$15,000,000</u>

1 IN THE HOUSE

BY LISKA

2

HOUSE BILL NO. 248

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation to the Depart-

7

ment of Transportation and Public Facilities for

8

construction of a bridge in Eagle River; and provid-

9

ing for an effective date."

10

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

11

* Section 1. The sum of ^{750,000} ~~\$15,000,000~~ is appropriated from the general

12

fund to the Department of Transportation and Public Facilities for con-

13

struction of a bridge in Eagle River.

14

* Sec. 2. The appropriation made by this Act is for a capital project,

15

and is subject to AS 37.25.020.

16

* Sec. 3. This Act takes effect July 1, 1983.

*Preliminary
Engineering
Design,
Erection,
&
Cont.*

*Title
Change*

Alaska State Legislature

COMMITTEES

Vice Chairman — Judiciary

Vice Chairman — Legislative
Regulations Review

Resources

Finance Sub Committee on Labor



House of Representatives

John J. Liska

in Session
Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-3733

Home - District 15
Star Route Box 421
Eagle River, Alaska 99577
(907) 688-2526

May 10, 1983

TO: Transportation Committee

FROM: John J. Liska - Representative District 15

SUBJECT: Packet Materials - House Bill 248, Eagle River Bridge

Attached are materials for the Committee's reference regarding our Bill making a special appropriation to the Department of Transportation and Public Facilities for construction of a bridge in Eagle River, and providing for an effective date.

1. List of witnesses for Committee conference call, 5-13-83:

Vicki Kenard	Dept. of Transportation
Reilly Snell	Dept. of Transportation
Don Morfield	Dept. of Transportation
Dean Reddick	Dept. of Transportation
Mark Mayo	Dept. of Transportation

This may be a partial list because Reilly Snell indicated he would be asking representatives of the Municipality to participate.

2. Fiscal Notes

- a. Fiscal Detail - Prepared by Margaret E. Holland, Planning and Programming, Central Region.

Approved by David Haugen, Deputy Commissioner, DOT, PF

- b. Preliminary Construction Cost Estimate - Prepared by B. Fredrickson, 4-27-83
- c. Preliminary Construction Cost Estimate - Prepared by John Dickenson, 1-20-83

- d. Preliminary Engineering Cost - supplied by David Haugen,
5-6-33

- 3. Demographic Background in Support of Need for this Bridge

- 4. Letters in Support:
 - a. Senators Halford and Kelly - District H(A & B)
 - b. Chip Dennerlein, Executive Manager, Public Services,
Municipality of Anchorage
 - c. Jerry O'Conner, Assemblyman, Eagle River
 - d. David Wachsmuth, President, Eagle River Valley Community
Council
 - e. Board of Directors, Eaglewood Homeowners Association, Eagle
River Valley
 - f. General Constituent

- 5. Maps
 - a. Vicinity Map
 - b. Proposed Road Improvement Plan, 9-82 Summary Report,
Municipality of Anchorage, 6 Year Road Improvement Program
(Note: in September 1982, no indication of extension of
Eagle River Loop Road)
 - c. Roadway Projects, April 1983, Anchorage Accelerated Roadway
Program, Municipality of Anchorage.
(Note: Extension of Eagle River Loop Road included)

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES

DEPUTY COMMISSIONER - CENTRAL REGION

MAY 11 1983

Bill Sheffield, Governor

2d

4111 AVIATION AVENUE, POUCH 6900
ANCHORAGE 99502 (TELEX 25-185)
PHONE: 266-1441

May 6, 1983

The Honorable John Liska
Representative
Alaska State Legislature
Pouch V
Juneau, AK 99811

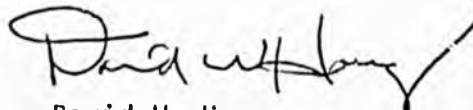
Dear Representative Liska:

In response to your request regarding the Eagle River Loop Road extension project, the cost for preliminary engineering is estimated to be approximately \$750,000.

It is assumed that the preliminary engineering will be accomplished by a consultant. The consultant will be responsible for 1) conducting an environmental study which includes mapping of the site, 2) soils and foundation investigations, and 3) design work.

If our office can be of further assistance please call.

Sincerely,



David W. Haugen
Deputy Commissioner
Central Region

^{WRS}
DWH:WRS:MM/ey

cc: Emil Notti, Legislative Assistant
Office of the Governor

See double school enrollment by 1993

School enrollment in Chugiak - Eagle River will double during the next decade, school superintendent E. E. "Gene" Davis told his audience at Monday's Chamber of Commerce luncheon. To meet that increase, he said the district will need to build a new senior high school in addition to a 20-room addition to Chugiak High School which already is on the drawing boards, a second junior high, and four to seven new elementary schools.

Where those schools will go has not been determined, the superintendent stated. He expects locations to become more definite this fall when a committee completes work on a study of site acquisitions and a list of municipal lands which might be traded for surplus school property. Money is already available for one new elementary site somewhere in this area, he said.

Chugiak - Eagle River will continue as the fastest-growing portion of the Anchorage district, Davis advised. Since 1979, the area's population has grown at a pace four times greater than that of the Anchorage bowl -- a fact he said was not recognized until the middle of 1980.

Since his appointment in June of 1981, the superintendent said the district has recognized the growth here, and "I think we're doing a good job of keeping up."

The new Gruening Junior High will open in the fall, Davis said, even though "we may still have to do some painting at night after classes."

He announced that bids for the new Ravenwood elementary school in Eagle River Valley had just been opened and came in at \$1 million below the engineer's estimates.

An addition at Chugiak Elementary has begun and will help that school handle its enrollment next year. It experienced the greatest growth of any school in the district over the past two years, the superintendent noted.

Several smaller projects at individual schools are also scheduled, although Davis said

some may have to be cut back because of fund shortages unless the legislature eases its plans for a 30 percent reduction in construction rebates. Action by the municipal assembly to cover part of the shortfall avoided some severe problems, it was pointed out. Although the district expects to receive about \$2.2 million less than it had budgeted for...

Of significance to his audience was the superintendent's statement that the design used for the new Ravenwood school here, and for the Oceanview and Klatt Road schools, is to be "a prototype for future elementary schools. It's not practical economic sense to redesign each school, only to make it fit the land. (Adopting one standard design means) we don't have to start from ground zero on each school."

Also of specific interest were enrollment projections which show an increase of 7.1 percent expected in Chugiak - Eagle River next year when 600 more students show up than now attend classes here.

Districtwide, he expects a net gain of 5,000 students in a two-year period.

Projections are made, Davis cautioned, "on the best planning information available." They could be on the mark -- or vary considerably in either direction depending on conditions. Some people, he said, predict economic factors which will subtract from the population. Still others see growth rates even larger than at present.

Despite the projections, the district does not plan to build new schools "until we see the students. You probably will see the use of more relocatables" to hold the load until schools are built.

"There are no plans to double-shift at Homestead," Davis replied in response to a question about overcrowding at that school. Now, he said, 62 percent of families with children in school have two parents working. Double-shifting would cause problems for families with age

spreads from kindergarten to high school which could mean several different daily schedules. "I don't think there are that many babysitters out there," he said, adding that the district "should be responsive to the community" in taking actions with significant social impacts.

Alternatives to double-shifting, according to Davis, are "relocatables" or "boundary changes. He indicated he prefers the former."

In answer to a related question, the superintendent said sending sixth grade students to the new junior high in order to ease overcrowding at elementary schools "is not proposed. But I don't think it's a bad option." He said he, too, had heard the idea "as a rumor," but indicated that it was not a specific proposal actually under review at this time.

Davis said the district, under his direction for two years, views Chugiak - Eagle River "as a unique part of the school district," noting that residents take an active interest and have supported local schools.

"We're pleased with the schools, but we intend to do better. Our goal is to improve every year." He invited residents to "tell us" when they feel the goal is not met.



To safeguard against rheumatic fever, consult a doctor when you have a sore throat.

3

Carrissa
Carr...

Mon
Satu
Ev

HOW TO

The Na
NOW
17
IN
AND
WELL TE

NOW
Eagle R

EAGLE RIVER

Earl

Valley council views subdivision plans

The rapid multiplying of subdivisions in throughout Eagle River is causing log jams not only within municipal departments but in local community councils as well.

Eagle River Valley Community Council members have been swamped with subdivision requests which they've been asked to consider. Several will be up for review when the council holds its May meeting and elects new officers next Thursday at 7:30 p.m. at Joy Lutheran Church.

Dave Wachsmuth, council president, said that council representatives were to make their third attempt last night (Wednesday) to testify before Planning and Zoning on the proposed Snowbird Hill development. Wachsmuth noted that the development is 19th on 26 cases which were on the commission's agenda three meetings ago. They've only been able to discuss five a night, but council members have been on hand for all, waiting for the Snowbird Hill consideration.

The council is recommending that the 80-acre subdivision of 140 lots on the hillside above Pruess subdivision be redesigned to limit lot sizes to no less than half an acre. Currently, Wachsmuth said, a number of the lots are considerably smaller. Council members met with developer Hugh [unclear] of Anchorage to recommend change, but were told [unclear] would not be financially feasible.

"We are [unclear] opposed to development," Wachsmuth emphasized, "but we want to see it done in an orderly fashion, and in conformance with the development that already exists in an area."

P&Z turns down plan 5-acre tract rezoning

A controversial request for rezoning a five acre tract on Eagle River Loop Road was denied by the Municipality's Planning and Zoning Commission Saturday by a unanimous vote.

Commission members turned down the request by Joseph Lecorchik to rezone 5.37 acres

the consensus of members at the April meeting that "some kind of controls are needed to slow down the amount of development that is taking place."

For example, he said, Eagle River Development was granted a variance which will permit it to develop 140 lots for zero lot line construction. The Brendlewood tract approved last week by the Assembly will create 125 lots, to be developed in three phases.

Council members feel the concentrated development of Snowbird Hill is not in keeping with the larger lot construction of the adjoining subdivisions.

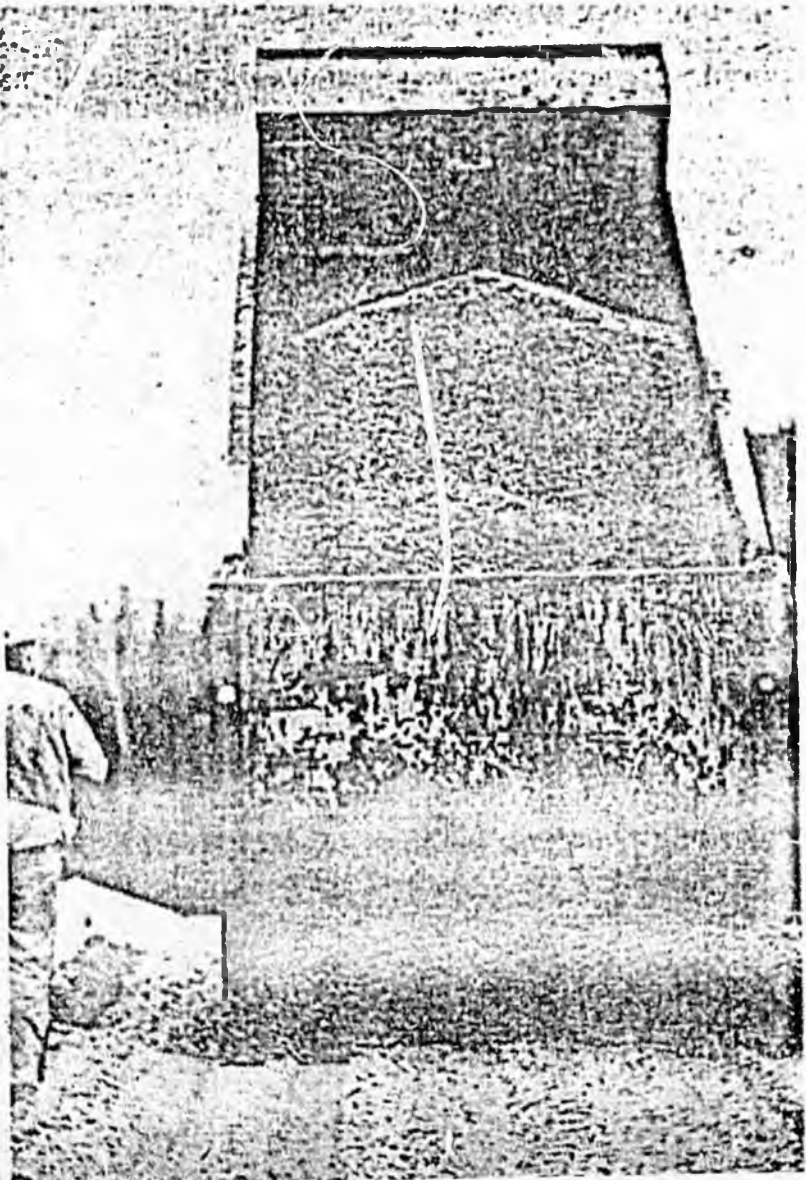
They are supportive, however, of another subdivision called Overlook which is proposed for a 60 acre tract at Mile 7. Wachsmuth called it "a nice subdivision", planned by JJJ and K,

with 30 lots spread over a 60 acre tract.

Two weeks ago Wachsmuth attended a meeting of the Federation of Community Councils with representatives of the mayor's office, the platting commission and planning and zoning.

"A lot came out of the meeting," Wachsmuth said. "My belief is that the mayor has already taken steps to improve communication between the municipality and community councils. I hope it will continue.

Subdivision proposals will be reviewed at next week's meeting. Nominated for office are Wachsmuth, president; Jay Davies and Marilyn Hill, vice president; Kathy Boettmann, secretary; and Tom Stewart, treasurer.



meets Monday
15 Republicans will
at 7:30 p.m. in the
Library.
chairman Darlene
said that a number of
on the agenda, in-
discussion of finances.
invites all area
to attend and to
be actively involved in
further information
calling at 694-2675.

TUESDAY
KS
with
design
ers
1, Ext. 168

Now
Cross-Stitch
or, Quilting
Classes
on and
ing Soon
mer
aturday 10-5
in Eagle River

WORK
e

ALASKA STATE LEGISLATURE

Permanent Address
P O BOX 66
CHUGIAK ALASKA 99567
Phone 907 688 2470

While in Juneau
POUCH V
JUNEAU ALASKA 99811
Phone 907 465 4956

SENATOR
**RICK
HALFORD**
SENATE MINORITY LEADER



SENATE

4

TO: The House Transportation Committee
FROM: Senator Rick Halford
Senator Tim Kelly
RE: HB 248, construction of a bridge in Eagle River
DATE: May 10, 1983

After careful study of the ongoing problems of traffic congestion in the downtown Eagle River area, I have concluded that there are two projects that can be undertaken at this time to alleviate some of the traffic hazards.

The first and immediate project, for which I have requested funding, is engineering and physical correction of the intersection of Eagle River Road and the Old Glenn Highway.

The second, more long-range project, which I feel should be started as soon as possible, is a bridge over Eagle River to funnel the traffic out of Eagle River Valley over to Hiland Road and out the Hiland Road overpass onto the four lanes to Anchorage.

This bridge seems to be the only feasible solution to the long-range problem of getting the existing traffic out of Eagle River Valley, without going into downtown Eagle River. I feel the sooner we fund and build this bridge, the more money we will save the State. As first designed and considered in 1982, the fiscal note was \$12,995,000 and in 1983 it is \$15,723,950; each year we wait, the price will be higher.

In conclusion, I strongly recommend your support for HB 248.

Rick Halford
Rick Halford

Tim Kelly
Tim Kelly

Municipality of Anchorage



POUCH 6-650
ANCHORAGE, ALASKA 99502-0650
(907) 786-8401

TONY NOWLES,
MAYOR

OFFICE OF PUBLIC SERVICES

April 13, 1983

Rep. John J. Liska
Alaska House of Representatives
Pouch V
Juneau, Alaska 99811

Dear John:

You have requested additional back-up information concerning one alternative for improving access to the Eagle River area, that being the construction of a bridge linking Eagle River with Highland Road. The purpose of this letter is to provide you with the basic information to date. In accordance with funds previously provided by the Legislature, the Municipality has been conducting a study of alternatives to improve access to Eagle River. During this past year, the Eagle River area has been brought within the scope of AMATS planning and the study, when finally completed, will receive review by both the AMATS Technical Committee and Policy Committee. The access study is in the final phases of staff analysis and computer modeling. There has not been any review by the Technical and Policy Committees. Moreover, detailed engineering has not been done for several of the system alternatives, including the bridge proposal which you favor. I point this out merely so you understand clearly that a decision to favor one alternative over another at this point simply represents best estimate and judgment of the staff prior to final analysis.

All this considered, the construction of a bridge connecting Eagle River Loop Road with Highland Drive does appear to be the forerunner among other alternatives at this time. The bridge would accomplish a major objective of relieving the pressure and demand on the existing Eagle River interchange. The bridge also appears to make sense from an overall traffic grid perspective in that it links the Eagle River community and fits in well with road systems in both the north and south side of the River. Finally, the bridge avoids the future necessity to expand the Glenn Highway between Eagle River and Highland Drive to a six-lane facility. As you can see, such an expansion might also require expensive bridge reconstruction.

While the bridge appears to be the best alternative at present, it is a high capital solution, and full construction funding is probably premature. Preliminary estimates put the facility at 15 million dollars (estimates provided by DOT/PF). This, however, is a ballpark estimate, and some significant preliminary engineering work needs to be done. I have already requested the State to provide me with an estimate on all costs for design and right-of-way acquisition. It is not premature to provide

engineering monies. In addition to the lack of detailed engineering data, the project would involve right-of-way acquisition, environmental assessments, and detailed engineering work regarding any improvements which might need to be made to Highland Road. With respect to federal funds which might be available, the proposed bridge is not on the federal aid highway system. It could certainly be added to this system. The addition would logically occur as a result of highway classification studies which are being undertaken this year through the AMATS process.

There is a need to make some immediate improvements to relieve pressure on the Eagle River interchange. As you know, last year, Anchorage experienced an extremely active building season. Nearly 48% of the housing starts occurred in the Eagle River area. State DOT/PF estimates that more than one-third of the traffic traveling the Glenn Highway to Anchorage enters the Highway at the one location of the Eagle River interchange. The bridge, even if it is the best alternative for a long-range solution, is a high-cost solution which will take several years to construct. In the interim, I suggest that you and the Municipality get together with the State Department of Transportation to decide whether certain improvements can be made to the Eagle River interchange, such as the construction of an additional off lane and through lane. These options, by the way, also are being considered in our Eagle River access study.

Lastly, you asked whether there were substantial federal funds dedicated to the north Eagle River access which could be reallocated to the proposed bridge project. In addition to the fact that the proposed bridge is currently not a part of the federal aid highway system, the State informs me that federal funds for the north Eagle River access are limited to several hundred thousand dollars at this time for the purpose of continuing preliminary engineering on that project.

In summary, while detailed engineering and research is not complete and while the results of the study have not been reviewed by Technical and Policy Committees in the AMATS process, the bridge does appear to be the most favorable alternative for improving access to Eagle River at this time. In addition, certain interim improvements may need to be made at the existing interchange. Depending upon available funds, it would seem most appropriate to provide funds for improvements to the existing interchange and engineering funds for the bridge should you choose to pursue construction of this facility.

Sincerely,

Chip Dennerlein
Executive Manager, Public Services

cc: Sen. Rick Halford
Sen. Tim Kelly
Rep. Randy Phillips

MSG 83-00007647 PRTY 1 04/12/83 14:07:55 ORIG: LA03 IN= 0004 OUT= 011
FROM: JEAN, ANC LIO TO: POMS, JUNEAU INFO
TARGET: LJHL SUBJ: POMS

4/12/83 JEAN, ANC LIO #7647

TO: REPRESENTATIVE LISKA

FROM: ASSEMBLYMAN JERRY O'CONNOR
P.O. BOX C
EAGLE RIVER, AK 99577 (H) 694-9400

APR 12 1983

THE LARGE VOLUME OF TRAFFIC COMING FROM EAGLE RIVER VALLEY MAKES
IT IMPERATIVE TO START WORK ON THE EXTENSION OF EAGLE RIVER LOOP
ROAD TO THE SOUTH FORK - GLENN HIGHWAY INTERSECTION. THE EAGLE
RIVER VALLEY COUNCIL HAS DISCUSSED THIS AT NUMEROUS MEETINGS.
AND HAS FORMALLY TAKEN THIS PROJECT TO THE AMATS COMMITTEE.

4/12/83 JEAN, ANC LIO, #7679

APR 13 1983

TO: REPRESENTATIVE JOHN LISKA

FROM: DAVID WACHSMUTH
SR BOX 144, EAGLE RIVER 99577 (H) 694-2741 (W) 344-0531

WE NEED AN ALTERNATIVE ROUTE OUT OF EAGLE RIVER. THE ONLY VIABLE ALTERNATIVE THAT THE EAGLE RIVER VALLEY COMMUNITY COUNCIL CONCURS WITH IS THE CONSTRUCTION OF A BRIDGE ACROSS EAGLE RIVER, EXTENDING EAGLE RIVER LOOP ROAD ACROSS THE HIGHLAND DRIVE, THUS CONNECTING UP WITH THE GLENN HIGHWAY. SIGNED...DAVID WACHSMUTH, PRESIDENT OF EAGLE RIVER VALLEY COMMUNITY COUNCIL.



EAGLEWOOD HOMEOWNERS ASSOCIATION
EAGLE RIVER, ALASKA 99577

MAY 9 1983

May 3, 1983

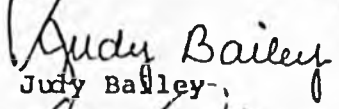
TO: Mayor Tony Knowles, Municipality of Anchorage
Mr. John Liska
Mr. Randy Phillips
Mr. Rick Halford
Mr. Tim Kelly

We, the undersigned, the Board of Directors of Eaglewood Subdivision, representing the membership of the Homeowners' Association of 411 families, in accordance with a unanimous vote of approval at the April 21, 1983 Homeowners' meeting, do hereby express our complete support to the construction of a bridge across Eagle River connecting Hiland Road and Eagle River Loop South.

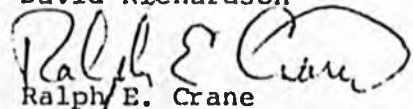
Please take this letter of support in consideration during meetings concerning construction of same bridge. It is our feeling that with the expected continued growth of Eagle River toward Chugach State Park (Eagle River Road continues eight miles beyond Eaglewood Subdivision before it reaches the entrance to Chugach State Park) an alternative route will become a necessity to alleviate congestion and thereby keep the area in a less hazardous condition. It is our fear that with the combination of a new Grammar School and a new Jr. High School, the traffic situation will become virtually impossible on Eagle River Road and that eventually an alternative route will become an absolute necessity. Again, please consider this request, and hopefully give it a positive response.

Sincerely,


James L. Harpring


Judy Bailey


David Richardson


Ralph E. Crane


Paula H. Hyatt

APR 13 1983

REPRESENTATIVE JOHN LISKA

FROM:

BILL LYFORD

P.O. BOX 195

EAGLE RIVER, AK 99577 (H) 694-9227 (W) 694-2225

RE: EAGLE RIVER LOOP ROAD EXTENTION AND BRIDGE ACROSS EAGLE RIVER
TO SOUTH FORK.

THIS IS A TOP PRIORITY FOR ALL OF EAGLE RIVER VALLEY. PLEASE SUPPORT
THE CONSTRUCTION OF IT.

MAY 11 1983

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
and PUBLIC FACILITIES

DEPUTY COMMISSIONER - CENTRAL REGION

Bill Sheffield, Governor

2d

4111 AVIATION AVENUE, POUCH 6900
ANCHORAGE 99502 (TELEX 25-185)
PHONE: 266-1441

May 6, 1983

The Honorable John Liska
Representative
Alaska State Legislature
Pouch V
Juneau, AK 99811

Bette:
Do you want to consider a
Phase fund for \$750,000 this year?

Dear Representative Liska:

In response to your request regarding the Eagle River Loop Road extension project, the cost for preliminary engineering is estimated to be approximately \$750,000.

It is assumed that the preliminary engineering will be accomplished by a consultant. The consultant will be responsible for 1) conducting an environmental study which includes mapping of the site, 2) soils and foundation investigations, and 3) design work.

all design? - ready for construction?

If our office can be of further assistance please call.

Sincerely,

David W. Haugen
Deputy Commissioner
Central Region

WRS
DWH:WRS:MM/ey

cc: Emil Notti, Legislative Assistant
Office of the Governor

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

POUCH Z
JUNEAU, ALASKA 99811
PHONE: (907) 465-3900

OFFICE OF THE COMMISSIONER

January 10, 1984

Re: Fiscal Note Transmittal

Distribution

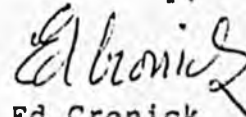
The Department of Transportation and Public Facilities hereby transmits the fiscal note and supporting documentation for the legislation identified below. This transmittal supersedes all previous distributions.

Bill No.: HB 248

Title : "...construct bridge ... Eagle River..."

Sponsor : Liska

Sincerely,



Ed Cronick
Legislative Liaison
Department of Transportation
& Public Facilities

DISTRIBUTION:

Legislative Finance
Legislative Sponsor
Requestor - ~~House of Representatives~~
Office of Management and Budget - Lisa Emerson
Impacted Agency(ies) Attn: Legislative Liaison - N.A.
Regional Directors of Administrative Services - J. Merrill
Regional Director P&P - R. Snell

STATE OF ALASKA
FISCAL NOTE

Revision Date: 11/30/83

I. REQUEST

Bill/Resolution No.: HB 248
 Title: ...construct bridge...Eagle River
 Sponsor: Rep. Liska
 Requestor: House Transportation
 Date of Request: 10/1/83

II. FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: Transportation
 BRU, Program or Subprogram(s) Affected: Design & Construction

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING			50.0	55.0	60.5	66.5
CAPITAL	305.0	400.0	34,284.0			
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	305.0	400.0	34,334.0	55.0	60.5	66.5
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	305.0	400.0	34,334.0	55.0	60.5	66.5

POSITIONS:

FULL TIME			1	1	1	1
PART TIME						
TEMPORARY						
TOTAL						

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

Not identified by sponsor of bill

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: William R. Snell, Director
 Division: Central Region Planning & Programming

Phone: 266-1462
 Date: 11/30/83

Approved by Commissioner: David W. Haugen
 Department: Deputy Commissioner, Central Region

Date: 11/30/83

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)

9/14/83

FISCAL NOTE FOR HB 248

1. Fiscal Impact on Existing Programs

FY'84 funds were appropriated in Ch 107 SLA 83 page 75 line 16. Funds for FY'85 and FY'86 were not identified in bill. Preliminary Engineering is now underway. The \$400,000 shown in FY'85 will be needed to complete preliminary engineering. This amount is now contained in the draft FY'85 CIP.

The Eagle River loop extension is not currently programmed for construction in the FY'84 AMATS TIP or in DOT&PF's draft FY'85 or FY'86 CIP. Construction of this project in FY'86 may delay construction of high priority projects unless additional funding can be secured. DOT&PF will work with the Municipality through the AMATS process to establish the priority of this project relative to other Anchorage projects in the AMATS TIP. DOT&PF's future budget requests will be developed in accordance with this priority ranking.

2. Fiscal Impact on New Programs

Construction of this project in FY'86 may also delay construction of high priority project programmed in the AMATS TIP and DOT&PF FY'86 CIP.

3. Analysis of Cost Estimate

The following cost breakdown was prepared by Central Region Design and Construction. The project includes modification of the Hiland/Glenn Highway Interchange, 2 miles of 40' wide roadway, and a 850' x 50' bridge at Eagle River. This cost estimate updates the January 20, 1982, estimate which underestimated construction and right of way costs. The updated cost estimate is a conceptual estimate and may be 25% higher or 75% lower than the actual construction cost. Further preliminary engineering will yield a more accurate estimate.

Estimated Costs (83 Dollars):

Construction Estimate:	\$14,600,000
Construction Administration (12% of 1):	\$ 1,752,000
Subtotal:	\$16,352,000
Contingencies (10% of 1):	\$ 1,460,000
Construction Total:	\$17,812,000
Preliminary Engineering (6% of 1):	\$ 876,000
Right of Way	\$ 5,070,000
Utilities: (Assume)	\$ 2,000,000
Project Total	\$25,758,000

Project Total (1986 Dollars): \$34,283,898
(10% Inflation Factor)

*29 Developed lots at \$150,000 each =	\$4,350,000
Add 36 Acres undeveloped at \$20,000/acre =	720,000
Total	\$5,070,000

Previous estimate assumed all necessary right of way was undeveloped and underestimated cost of bridge.

Ongoing operating costs would be \$42,000/year. One additional maintenance and Operations position would be added.

I. REQUEST

Bill/Resolution No.: HB 248
 Title: ...construct bridge..Eagle River
 Sponsor: Rep. Liska
 Requestor: House Transportation

II. FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: Transportation
 BRU, Program of Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING						
CAPITAL		15,723.9				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		15,723.9				
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

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

Sponsor did not identify source of funds.

IV. ANALYSIS: Attached.

Prepared By: Margaret E. Holland Phone: 266-1499
 Division: Planning & Programming, Central Region Date: 4/12/83
 Approved by Commissioner: David Haugen, Deputy Commissioner Date: 4/12/83
 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)

IV. ANALYSIS: Fiscal Note for HB 248

PRELIMINARY CONSTRUCTION COST ESTIMATE FOR
EAGLE RIVER LOOP ROAD EXTENSION
*(FY 82 Figures)

Total Length: approximately 2 miles

Location and Description: Begin project - Hiland Drive Interchange at Glenn Hwy. End Project - Intersection of Eagle River Loop Road and Eagle River Road. Includes construction of new bridge over Eagle River, approx. 1.5 miles upstream from Glenn Highway.

Required width: 40 feet top (assume)

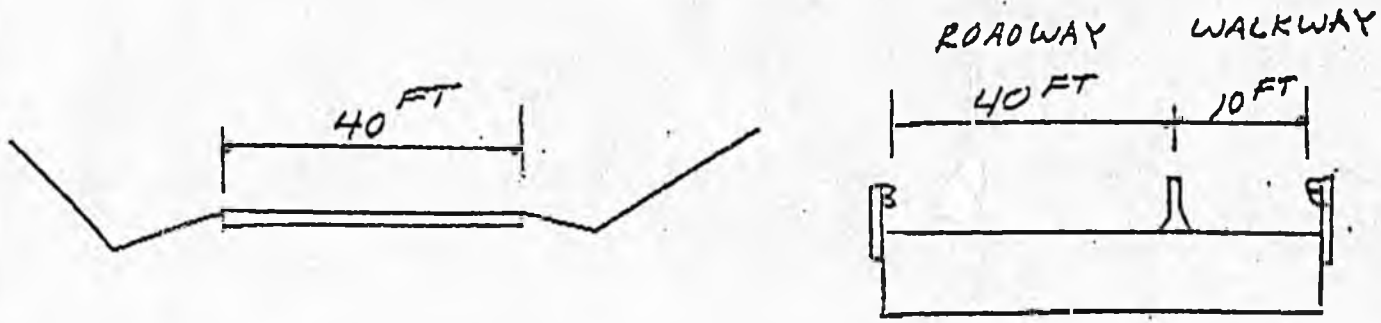
*Estimated Costs:

1.	Construction Estimate =	\$10,375,000
2.	Construction Administration = (12% of 1)	1,245,000
3.	Subtotal	<u>\$11,620,000</u>
4.	Preliminary Engineering (6% of 1)	625,000
5.	Right of Way (\$10,000/acre)	500,000
6.	Utilities (assume)	<u>250,000</u>

PROJECT TOTAL = \$12,995,000 *(FY '82)

*Fiscal Year 1982 Dollar Figure Inflated 10%
each year to Fiscal Year 1984 = \$15,723,950

TYPICAL SECTION



ROADWAY

BRIDGE

2 MILES ROADWAY AT 2,000,000/MILE = 4,000,000
 850' LONG * 50' WIDE BRIDGE AT 150/FT² = 6,375,000
 CONSTRUCTION ESTIMATE = 10,375,000
 RIGHT OF WAY, 2 MILES * 200' WIDE * $\frac{5280}{43,560}$ = 50 AC * 10,000/AC
 UTILITIES ASSUME \$500,000
 \$250,000

GENERAL NOTES

1. ROADWAY LENGTHS BASED ON SHORT ROUTE BETWEEN BEGIN AND END OF PROJECT.
2. BRIDGE SITE AT NARROW CANYON DUE SOUTH OF EXISTING EAGLE RIVER LOOP ROAD.
3. OTHER ROUTES AND ALTERNATIVES WILL BE CONSIDERED.
4. IT IS ASSUMED THAT SUFFICIENT TRAFFIC TO JUSTIFY THE PROJECT, WILL REQUIRE A 40' WIDE ROADWAY.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

4111 AVIATION AVENUE
POUCH 6900
ANCHORAGE, ALASKA 99502
(TELEX 25-185)

Date: 4-27-83
Prepared By: B. Fredrickson
Project Number: _____

PRELIMINARY CONSTRUCTION COST ESTIMATE FOR:

Project Name: Intersection Improvements - Eagle River

From: Old Glenn Hwy (MP) 0.40 ⁺ to Eagle River Rd (MP) 0.00

Total Length: 800 feet

Location and Description: Intersection Improvements

at the intersection of Old Glenn Hwy & Eagle River Rd.

Adding turning lanes and installing pavement markings

Current ADT: 13700 Design ADT: _____

Required Width: _____ Actual Width: _____

Assumed Structural Section H.A.P.: _____ in.

C.A.B.: _____ in.

Borrow: _____ in.

Estimated Costs (Dollars) Based Upon Above Assumptions:

- | | |
|---|-------------------|
| 1. Construction Estimate: | \$ <u>89570</u> |
| 2. Construction Administration (<u>15</u> % of 1): | \$ <u>13440</u> |
| 3. Subtotal: | \$ <u>103010</u> |
| 4. Contingencies (<u>10</u> % of 1): | \$ <u>9000</u> |
| 5. Construction Total: | \$ <u>112010</u> |
| 6. Preliminary Engineering (<u>10</u> % of 1): | \$ <u>9000</u> |
| 7. Right of Way (\$ _____ /Acre): | \$ _____ |
| 8. Utilities: | \$ <u>4000</u> |
| 9. Project Total: | \$ <u>125,010</u> |

Sheet _____ of _____

STATE OF ALASKA

APR 13 1983

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

4111 AVIATION AVENUE
POUCH 6900
ANCHORAGE, ALASKA 99502
(TELEX 25-185)

JEFF SCHELBARTT
AMATS COORDINATOR
264-4224

Date: JANUARY 22 1982
Prepared By: JOHN DICKENSON
Project Number: _____

PRELIMINARY CONSTRUCTION COST ESTIMATE FOR:

Project Name: EAGLE RIVER LOOP ROAD EXTENSION

From: _____ (MP) To: _____ (MP)

Total Length: 2 MILES ±

Location and Description: BEGIN PROJECT - HILAND DRIVE INTERCHANGE

AT GLENN HWY. END PROJECT - INT OF EAGLE RIVER LOOP ROAD

AND EAGLE RIVER ROAD. INCLUDES CONST OF NEW BRIDGE OVER
EAGLE RIVER APPROX 1.5 MILES UPSTREAM FROM GLENN HWY.

Current ADT: _____ Design ADT: _____

Required Width: 40 FT TOP (ASSUME) Actual Width: _____

Assumed Structural Section H.A.P.: _____ in.

C.A.B.: _____ in.

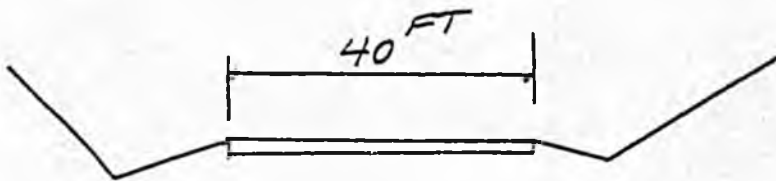
Borrow: _____ in.

Estimated Costs (1982 Dollars) Based Upon Above Assumptions:

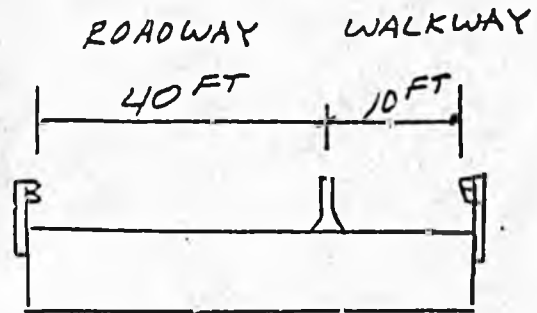
1. Construction Estimate:	\$ <u>10,375,000</u>
2. Construction Administration (<u>12</u> % of 1):	\$ <u>1,245,000</u>
3. Subtotal:	\$ <u>11,620,000</u>
4. Contingencies (____ % of 1):	\$ _____
5. Construction Total:	\$ _____
6. Preliminary Engineering (<u>6</u> % of 1):	\$ <u>625,000</u>
7. Right of Way (\$ <u>10,000</u> /Acre):	\$ <u>500,000</u>
8. Utilities: <u>ASSUME</u>	\$ <u>250,000</u>
9. Project Total:	\$ <u>12,995,000</u>

Sheet _____ of _____

TYPICAL SECTION



ROADWAY



BRIDGE

2 MILES ROADWAY AT 2,000,000/MILE = 4,000,000
 850' LONG * 50' WIDE BRIDGE AT 150/FT² = 6,375,000
 CONSTRUCTION ESTIMATE = 10,375,000

RIGHT OF WAY, 2 MILES * 200' WIDE * $\frac{5280}{43,560}$ = 50 AC * 10,000/AC
 = 500,000
 UTILITIES ASSUME \$250,000

GENERAL NOTES

1. ROADWAY LENGTHS BASED ON SHORT ROUTE BETWEEN BEGIN AND END OF PROJECT.
2. BRIDGE SITE AT NARROW CANYON DUE SOUTH OF EXISTING EAGLE RIVER LOOP ROAD.
3. OTHER ROUTES AND ALTERNATIVES WILL BE CONSIDERED.
4. IT IS ASSUMED THAT SUFFICIENT TRAFFIC TO JUSTIFY THE PROJECT, WILL REQUIRE A 40' WIDE ROADWAY.

DEMOGRAPHIC BACKGROUND
(House Bill 248 - Eagle River Bridge)

Eagle River/Chugiak is one of the fastest growing areas in the entire State of Alaska. The population of this area has nearly doubled since 1981. With this dramatic increase in population, an alternate access to Glenn Hiway is mandatory to ease the drastic traffic problems which are now occurring. What follows are some statistics which illustrate our District's growth and the urgency with which we need a solution to our traffic problems.

1. Population and Dwelling Unit Forecasts by Community Council (See Attached) prepared for the Municipality of Anchorage, by Alaska Transportation Consultants, Inc., Dated August 1982.

This table shows the projected increases in population and in dwelling units from 1981 to 1988.

Note: Of the 27,999 population projected for 1988, 39% (or 10,973) will be in Eagle River Valley.

2. New Construction/Building Permits

- a. "Alaska Economic Report", May 1983:

This issue reports "A residential building glut" in the Anchorage area with 2,315 building permits issued by the end of March this year.

- b. John C. Bishop, Municipal Building Official, Municipality of Anchorage:

It is estimated that approximately 60% of these permits (or 1,389) were for the Eagle River Area.

3. Traffic Counts - Pete Eckland, Department of Transportation (on Loan to the Municipality of Anchorage)

- a. 10,798 cars enter the Glenn Highway Southbound to go on into Anchorage each day.

While this has recently been made into a 5 lane highway, it narrows to 2 lanes at the intersection where the heavy traffic flow junctions with Eagle River Road.

- b. Officer Jim Meehan, Anchorage Police Department, Commuter Watch:

Meehan in May issue of Anchorage Times reports that Eagle River Road merging into Glenn Highway is a traffic hot spot.

In morning rush hour there are up to 50 cars at one time backed up trying to merge onto Glenn Highway.

4. Additional Responses to Horrendous Growth of Eagle River Area

- a. Tom Brigham, Director, People Mover indicates that service to Eagle River has had to double to 24 buses a day to handle the growth, and that additional expansion will be required on Eagle River Loop Road and is planned for this fall.
- b. Increased population has required an additional person to be moved in to the Health Department Office in Eagle River to help meet the local demand for increased environmental health services.



TABLE 3-4

POPULATION AND DWELLING UNIT FORECASTS BY COMMUNITY COUNCIL

<u>Council</u>	<u>1981 Popu- lation</u>	<u>1981 Dwelling Units</u>	<u>1981 Persons/ D.U.</u>	<u>Platted D.U.'s</u>	<u>1988 Add'l D.U.'s</u>	<u>1988 To- tal Est. D.U.'s</u>	<u>Pct. of Total D.U.'s</u>	<u>1988 To- tal Est. Populatn</u>
Birchwood	1755	615	2.85	0	200	815	.09	2326
Chugiak	3783	1318	2.87	605	700	2623	.29	7529
Eagle River	4103	1298	3.16	449	522	2269	.25	7172
Eagle River Valley	4684	1442	3.25	1236	700	3378	.37	10973
TOTALS	14325	4673	3.07	2290	2122	9085	1.00	27999

Police put 'eye' in air to watch commuters

by Mary Kaye Ritz
Times Writer

During those hectic morning rush hours, Anchorage drivers are turning to Commuter Watch, KTNX's 60-minute guide of how to get to work without getting buried in a traffic jam.

The program, which began in March, features officer Jim Meehan of the Anchorage Police Department's community relations

division.

It is Meehan who pulls out his radio and earphones, props a phone to dispatchers on his shoulder and lets the show go on.

Reports of traffic from the downstairs office of the police department are made from "traffic central," Meehan said. When he is grounded, he calls both Alaska State Trooper and Anchorage Police Department

dispatches to check for traffic hazards and tie-ups.

Reports made from the street are called "mobile" reports.

During mobile reports, the officer drives to some of the most notorious intersections and checks congestion. If everyone in line for a certain traffic light can make it through, or if there is a stalled car blocking any a path, he relays that back to the disc jockey.

He also calls dispatchers of both troopers and police as well as other patrollers to check on hazards and accidents.

Occasionally Meehan gets all the way to Merrill Field for take-off before the decision not to fly is made. The report goes on, with the officer on the phone to dispatchers.

Meehan mentioned these examples of traffic hot spots:

- Eagle River Road merging onto the Glenn Highway.
- Dimond Boulevard between Victor Street and Minnesota Drive.
- Tudor Road and Lake Otis Parkway.

The Eagle River Road merge is horrendous in the mornings, Meehan said, with up to 50 cars trying to enter the highway. When the kind Glenn Highway commuter waves you on in front of him, he said, you take a chance should you accept.

Legally, if you are struck by the courteous driver the ticket goes to you for failing to yield the right of way.

Meehan's cohorts, Officer Jim Relmann and Lt. George Novaky, also do the Commuter Watch spots.



Michael Dinneen of The Times

Officer Jim Meehan does a traffic Commuter Watch from 'traffic central'

Business



City eases enforcement of Eagle River land rule

by Ralph Nichols
Times Writer

Municipal officials have backed away from strict enforcement of the comprehensive plan for property development from Eagle River north to Chugiak and Peters Creek, area residents were told at a "town meeting" Monday night.

Only two questions will now be asked about the development of land with unrestricted zoning, public works director Paul Diener told some 50 persons crowded into the Chugiak Senior Citizens Center:

- Does it create a public health or safety hazard?
- Is it compatible with surrounding land uses?

Area residents last month protested the strict enforcement of the comprehensive plan by municipal officials. They complained that persons seeking land-use permits were being restricted to the requirements of the comprehensive plan, despite the fact they were planning to develop land zoned unrestricted.

Their pleas seemed to fall on deaf ears. They were told by building officer John Bishop that the municipality intended only to toughen its enforcement of the comprehensive plan in issuing land-use permits.

But municipal officials decided late last week, at a subsequent meeting with area residents, to back away from strict adherence to the land use plan in the absence of area-wide zoning.

Diener said after Monday's meeting that the problem occurred largely because "we just recently have begun a systematic zoning review here. We're still working the bugs out."

Mayor Tony Knowles said the municipality is negotiating to retain planner Paul Carr as a consultant to help iron out the Eagle River-Chugiak zoning and development problems. Carr, who worked last year with the New Capital Site Planning Commission, helped draft the area's land use plan.

Diener said he thinks these actions "will resolve the immediate problems on land use."

For example, he continued, under the municipality's new approach to development, "if you want to build an auto shop in a single-family residential development (zoned unrestricted), you'll be turned down.

"But if you want to build a duplex, and there are other multi-family dwellings there, then you'll probably be approved."

Eagle River-Chugiak residents have scheduled another meeting to clarify their concerns on this issue for 7:30 p.m. Thursday at the CBA Building in Chugiak. These views will be submitted to municipal officials at a May 18 meeting.

Knowles told the gathering that the outer limits of the municipality, with both original homesteading and sophisticated zoning, "is trying to do in a few years what it has taken some

communities a generation to do."

As declining oil prices impact municipal revenues, he continued, "we have to rely more on ourselves to provide those services we need . . . you are the ones who must decide which services we should have."

Other issues discussed at the meeting included:

- Improvement of the Eagle River Loop. Assemblyman Gerry O'Connor said that actual expansion of the roadway where it narrows into a bottleneck is probably five to eight years away, and will cost \$15-16 million, most of which will come from federal funds.

One man suggested that in the meantime, the municipality should lower the speed limit to 35 mph, "and enforce it."

• People Mover director Tom Brigham said service to Eagle River was doubled to 24 buses daily on April 4, and that expanded service on Eagle Loop Road is planned for this fall.

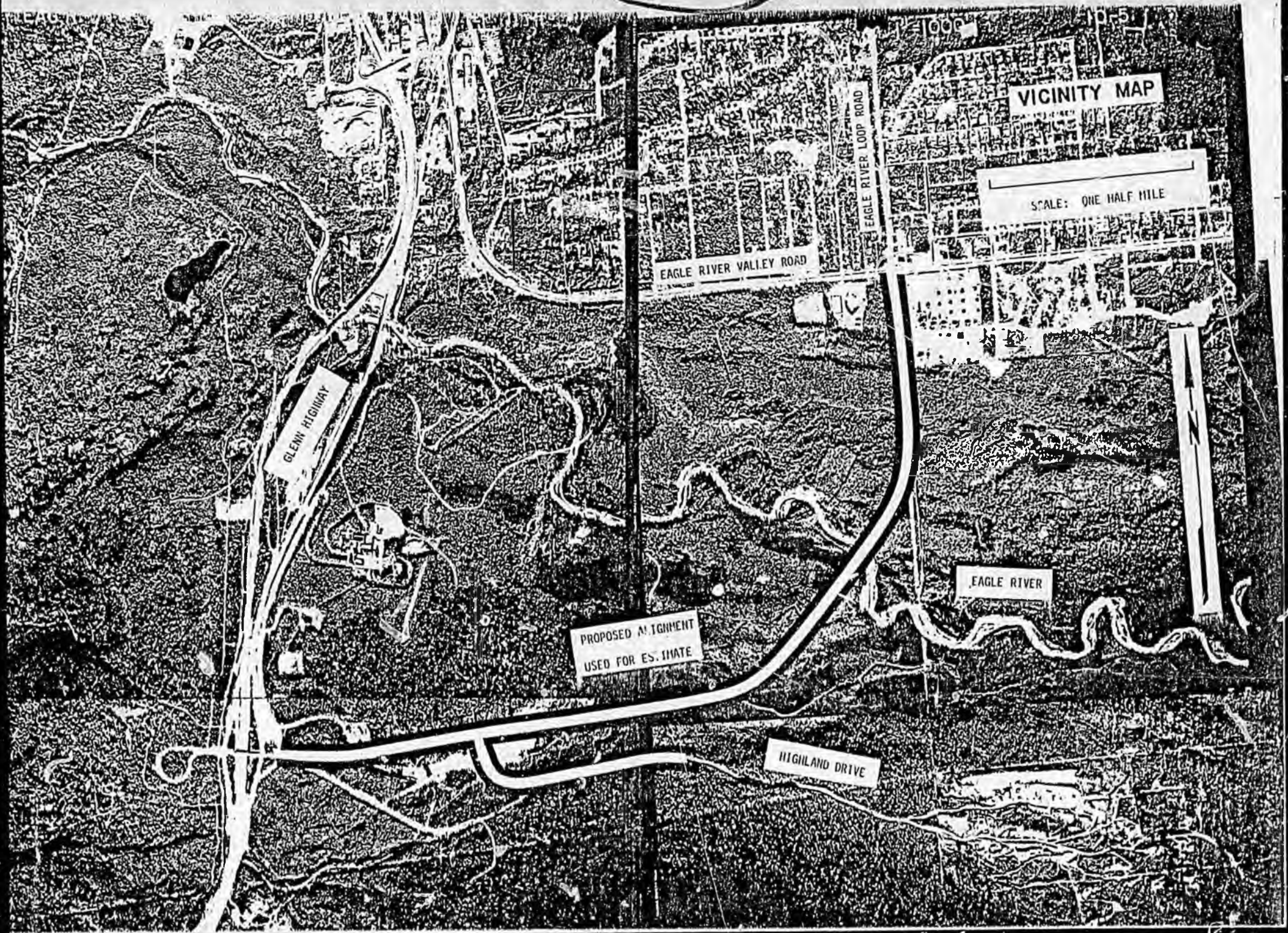
There is "no question" that service will eventually be added to Thunderbird Heights and Eklutna Heights, Brigham added. "It's just a matter of when."

• Public health officer Les Buckholz has moved into the municipality's Eagle River health department office (telephone 694-2131) to help meet the local demand for increased environmental health services created by the rapid growth of the area, it was also announced.

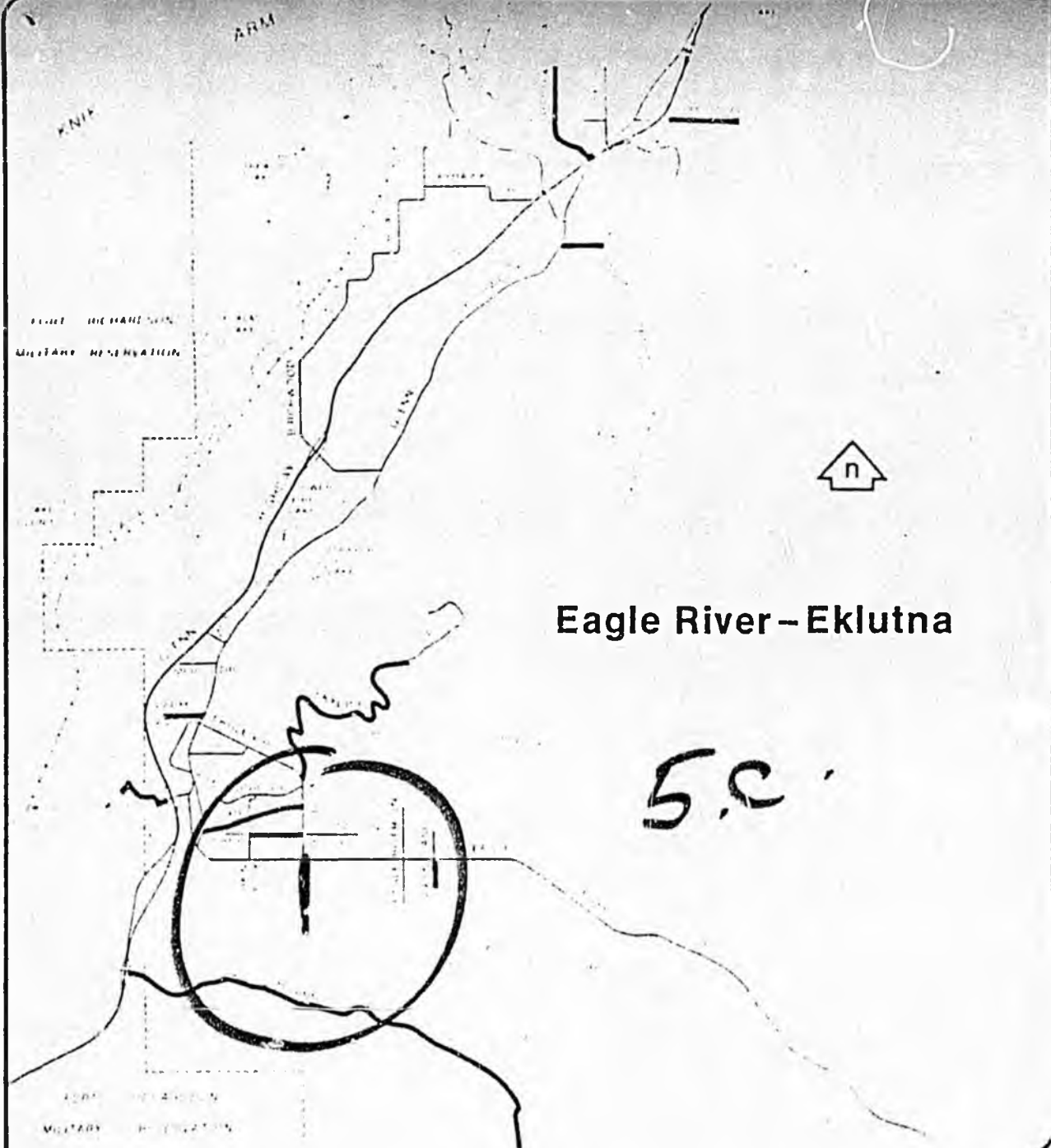
4.a

4.b

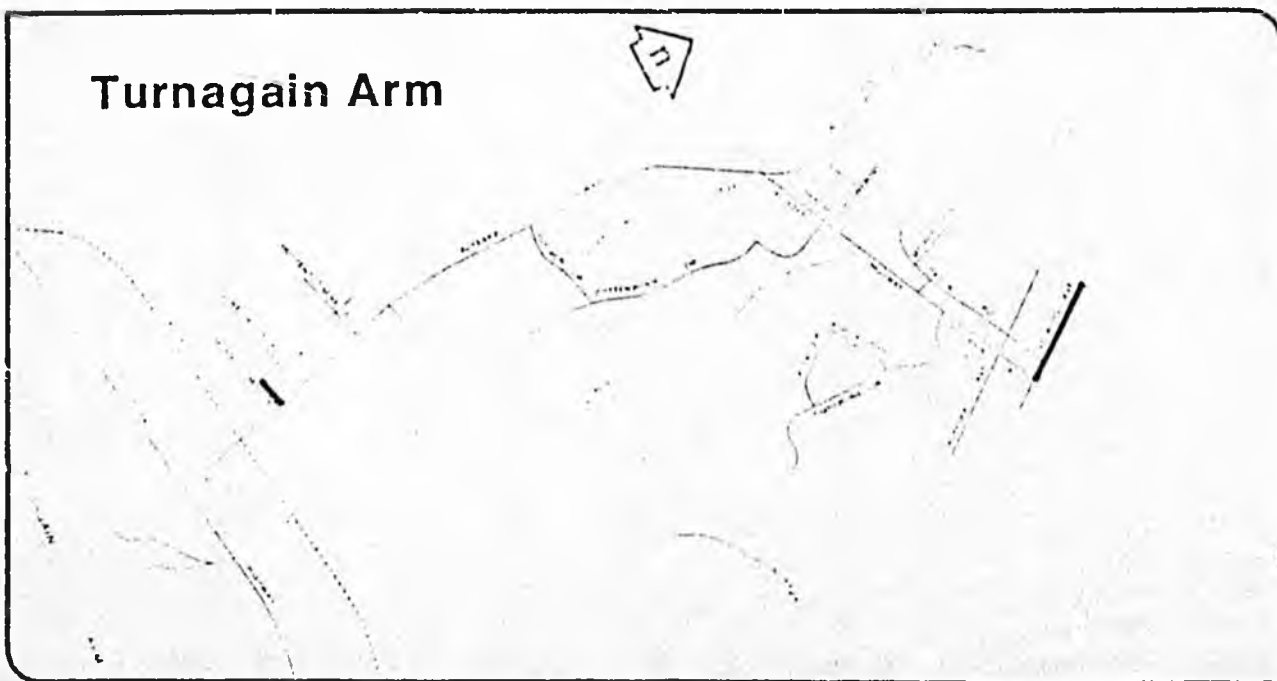
3



MAX DISTANCE ROAD

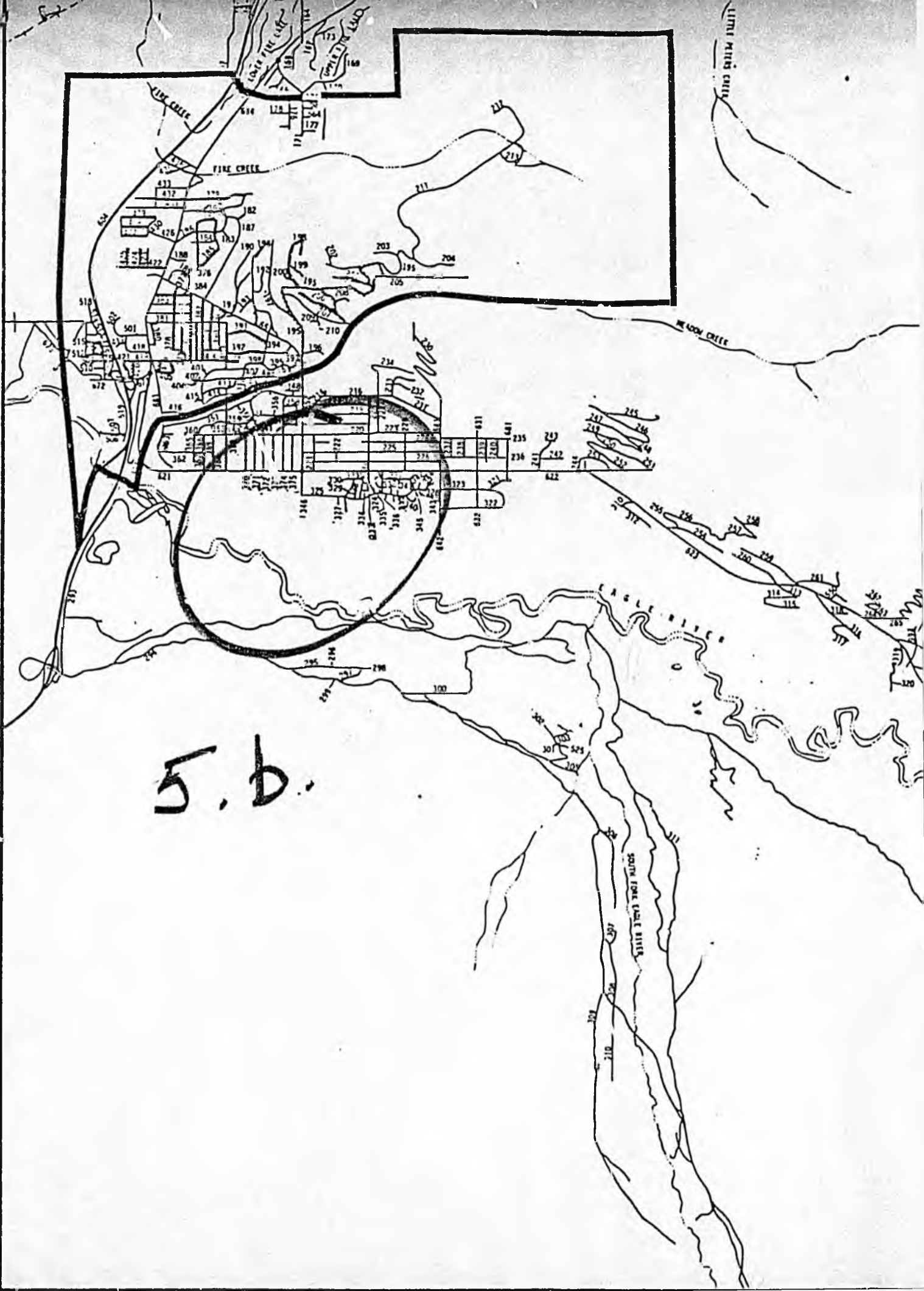


Eagle River-Eklutna



Turnagain Arm

LITTLE MISSISSIPPI



5. b.