

SCR

7

BACKGROUND INFORMATION: SB 6/SCR 7

SB 6 appropriates \$39 million for extension of the four lane Parks/Glenn Highway across the Eklutna Flats. SCR 7 directs the Department of Transportation and Public Facilities to assign a high priority to the four lane extension and to utilize Federal Highway Administration matching funds for that purpose.

The Parks/Glenn Highway north out of Anchorage is one of the most heavily traveled roads in Alaska. It is the only road to travel north beyond Eklutna. The Matanuska-Susitna Borough is the most rapidly growing area of the state settled by persons who wish to live in the country but still commute to Anchorage for employment. In 1981, the average daily traffic on the highway at Mirror Lake was 8,456 each way, north and south. In 1983, the average daily traffic count was 13,664 - an increase of 61.6% over 1981 traffic figures.

The four lane highway that extends from Anchorage to Eklutna is able to handle this traffic pressure. However, significant problems arise when the four lanes are reduced to two as the Parks/Glenn crosses the Eklutna Flat to the Palmer-Wasilla "Y". The intersection of the four lane section of the highway with the present two lane funnels traffic. When road conditions are poor, during winter months, this is the scene of several accidents each year, primarily autos sliding off the road. At present this cannot be demonstrated statistically; however, anyone who travels between the Mat-Su Valley and Anchorage would be impressed with

SB 6/SCR 7 Background Information

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this. Over 200 accidents occurred from 1979 to 1983 in the two lane portion of the highway.

To further impact traffic movement on the Glenn Highway, the Eklutna Flats and the Knik and Matanuska River floodplains are prime moose habitats supporting large populations. These animals create a hazard to motorists which would be reduced somewhat if a four lane divided highway was constructed.

Attached is additional data on traffic counts and accident rates and types for the Glenn Highway provided by the Department of Public Safety.

Glenn Highway: Eklutna - Parks Highway Junction

Built In 1965-1966

Normal Traffic: 1981 ADT 7,400-8,000 no winter counts are available on this segment of the road. (ADT - AVERAGE DAILY TRAFFIC)

Variance between morning and evening:

<u>Station</u>		<u>SB</u>		<u>NB</u>	
Eklutna Bridge	AM	3133	(43%)	2226	(31%) 7/14/82
Eklutna Bridge	PM	4103	(57%)	4749	(69%) 7/14/82
Eklutna Bridge	day	7238		6975	7/14/82
Glenn - S. of Parks Hwy.	AM	2566	(42%)	1826	(30%) 7/14/82
"	PM	3481	(58%)	4190	(70%) 7/14/82
"	day	6047		6016	7/14/82

Both Ways

Old Glenn Junct.	AM	4306	35%	July (13-15), 1982
	PM	7697	65%	
	day	12157	100%	

Park Traffic: At scale house - no data available for subject segment.

State Fair - Friday 8/20/82
NB 16,021
SB 15,006

Labor Day - Saturday 9/4/82 (Scale house)
SB 16,715 (Into town) ANCHORAGE
NB 18,845

Time Road Closed:

one lane - 3 days last summer/repair of bridge
two lanes - 3 days - 3 years ago/repair R.R. crossing

No data available for road closures due to accidents.

Accidents: Should have accident data tomorrow.

ACCIDENTS FOR TWO-LANE PORTION OF THE PARKS/GLENN HIGHWAY

	1979	1980	1981	TOTAL
MONTH				
JAN	9	5	2	16
FEB	3	1	3	7
MAR	1	1	3	5
APR	2	1	3	6
MAY	2	1	2	5
JUNE	3	1	0	4
JULY	4	2	3	9
AUG	7	7	2	16
SEPT	2	0	1	3
OCT	2	2	3	7
NOV	4	2	3	9
DEC	5	1	3	9

DEPARTMENT OF PUBLIC SAFETY

POUCH #
JUNEAU, ALASKA 99811
PHONE: 465-4322

OFFICE OF THE COMMISSIONER

March 13, 1984

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

Dear Senator Kerttula:

At the outset, please accept my apologies for the delay in responding to your letter of February 21, 1984 related to traffic accidents along the Glenn Highway between Anchorage and the Matanuska Valley. The statistical data you requested took longer to obtain and collate as a result of a printer run error.

Your concern was traffic information related to the Glenn Highway from Eklutna Flats, the termination of the four lane highway, to the junction of the Glenn and Parks Highways.

In order to provide some comparable basis, included in the traffic statistics are the number and type of accidents that occurred during the same periods for the area from Boniface intersection to Eklutna.

The statistical information contained in Attachment 1 reflects the total number of accidents, fatalities, injuries, and monetary figures of damages that occurred from 1977 through 1983 along the Glenn Highway between the two aforementioned areas.

Attachment 2 reflects the type of accident codes for those accidents reflected in Attachment 1 for the years 1982 and 1983. As a part of the attachment, also enclosed is a copy of the State of Alaska Police Accident Report Code Sheet, on which the lower right hand corner depicts the description of code numbers indicated.

Attachment 3 indicates the traffic count of vehicles that traveled past the scalehouse on the Glenn Highway for the years 1981 through 1983 as well as the traffic count at Mile 151.5 (Mirror Lake) for 1981 through 1983. It should be pointed out that the counts are average daily counts for

The Honorable
Jalmar Kerttula

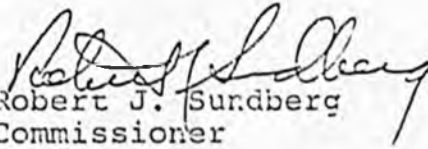
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March 13, 1984

each year and reflect totality of the movement of traffic in both directions.

It is hoped that the information provided meets your needs. As I am sure you are aware, this Department does not collate accident statistic data other than fatalities. The information is collected and collated by the Department of Transportation and Public Facilities, the source from which the enclosed information was obtained.

Sincerely,


Robert J. Sundberg
Commissioner

Attachments: a/s

Attachment 1

GLENN HIGHWAY

Boniface to Eklutna

	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>
Fatalities	8	5	4	2
Injuries	139	115	125	107
Damage	\$546,270	\$382,716	\$438,726	\$371,299
Accident				
Total	305	213	257	312

	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>Total</u> <u>1977 to 1983</u>
Fatalities	2	4	5	30
Injuries	125	151	147	909
Damage	\$517,743	\$734,378	\$877,472	\$3,868,604
Accident				
Total	251	345	301	1,884

Eklutna to Parks Highway

	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>
Fatalities	3	0	1	1
Injuries	37	23	21	20
Damage	\$157,044	\$100,450	\$ 77,051	\$ 61,296
Accident				
Total	39	37	45	31

	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>Total</u> <u>1977 to 1983</u>
Fatalities	0	4	1	9
Injuries	16	40	49	206
Damage	\$ 84,733	\$200,650	\$159,000	\$840,724
Accident				
Total	28	63	52	295

Attachment 2

BONIFACE TO EKLUTNA

<u>YEAR</u>	<u>TYPE</u>	<u>FATAL</u>	<u>INJURY</u>	<u>TOTAL ACCIDENTS</u>
1983	01	1	4	5
	04			2
	05		16	58
	06	2	8	5
	07	1	30	73
	08		14	43
	11		1	1
	12		8	12
	13		1	2
	16		1	1
	17	1	15	22
	18		2	2
	20			1
	21		1	2
	22			2
	23			1
	24			2
	25		9	8
	26			1
	27		8	12
	30		1	2
	40		27	41
	50		1	3
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		5	147	301

BONIFACE TO EKLUTNA

<u>YEAR</u>	<u>TYPE</u>	<u>FATAL</u>	<u>INJURY</u>	<u>TOTAL ACCIDENTS</u>
1982	01		4	4
	05		19	79
	06		4	3
	07	1	40	70
	08	1	19	53
	10			1
	12		3	12
	13		1	1
	14			1
	17		22	40
	18		2	4
	21		1	3
	22			5
	23		1	1
	25		8	8
	26			1
	27		4	14
	30		1	5
	40	2	22	38
	41			1
	60			1
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		4	151	345

EKLUTNA TO PARKS HIGHWAY

<u>YEAR</u>	<u>TYPE</u>	<u>FATAL</u>	<u>INJURY</u>	<u>TOTAL ACCIDENTS</u>
1983	01		1	1
	05		3	8
	06		12	4
	07		6	9
	08		7	8
	09			1
	10	1	3	1
	12			1
	13			2
	17		1	1
	18		1	1
	25		1	1
	27		1	4
	30		2	1
	40		10	8
	50		1	1
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		1	49	52

EKLUTNA TO PARKS HIGHWAY

<u>YEAR</u>	<u>TYPE</u>	<u>FATAL</u>	<u>INJURY</u>	<u>TOTAL ACCIDENTS</u>
1982	04			1
	05		8	13
	06	1	1	2
	07		3	6
	08	2	11	17
	09	1	3	1
	10		1	1
	13		2	2
	16		1	1
	17		7	6
	21			1
	25		1	4
	27			3
	40		2	3
	42			1
	50			1
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		4	40	63

Attachment 3

Average Daily Traffic Count

Glenn Highway

	<u>1981</u>	<u>1982</u>	<u>1983</u>
Scale House (Mile 138.4)	18,575	22,920	27,954
Mirror Lake (Mile 151.5)	8,456	10,769	13,664

Bill Sheffield, Governor

Slone

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

4111 AVIATION AVENUE, POUCH 6900
ANCHORAGE 99502 (TELE 35-185)
PHONE: 266-1462

April 2, 1984

Re: Glenn Highway Traffic
and Accident Data

Zone
Back up for
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4/2/84
on to K years

The Honorable Jalmar Kerttula
Senate President
Alaska State Legislature
Pouch V
Juneau Alaska 99811

Dear Senator Kerttula:

Commissioner Knapp has requested that I respond to your request for traffic volume and accident data on the Glenn Highway between Eklutna and the Parks Highway.

Traffic Volume

The 20 year average historical traffic growth rate on this highway has been 3.5%. However, the traffic volume on this portion of the Glenn Highway has increased dramatically since 1980 to a 1983 average annual daily traffic of approximately 13,700 vehicles. This traffic volume changes mirror the population changes in the Matanuska - Susitna Borough and Anchorage. The following annual traffic volume percentage changes over the last few years indicate the volatile change in traffic volume over this highway:

<u>Year</u>	<u>Approximate ADT at Mirror Lake</u>	<u>% Change</u>
1983	13,700	27%
1982	10,800	29%
1981	8,400	12%
1980	7,500	-3%
1979	7,750	-2%
1978	7,900	

Compounding the impact of the traffic volume increases on the highway is the 80%/20% directional distribution of this traffic. The distribution places a heavy traffic load on the southbound lane in the morning and the northbound lane in the evening.

Level of Service

In 1983 the increased traffic volume on the existing two lane highway reduced the level of service (LOS) on this highway from "C" to "D". Level of Service "C" is

defined as stable flow while LOS "D" is defined as approaching unstable flow. If the traffic volume increases during 1984 at the rate of the previous 1982 and 1983 increase, the LOS on the existing highway may decrease to an "E" rating during 1984. Level of Service "E" is defined as unstable flow.

At the average 20 year historical growth rate of 3.5% assuming the current 80%/20% directional split, a four lane highway is expected to reach a LOS of "C" by 1998.

Accident Data

We currently have accident data through 1982. The accident statistics for the most recent three years follow:

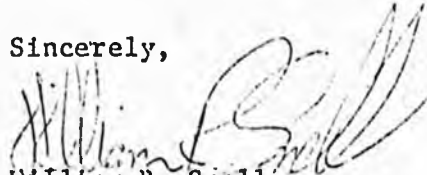
SEGMENT ALONG GLENN HWY	YEAR	# OF ACCIDENTS	ACCIDENT RATE (per million vehicle miles)
Eklutna to Old Glenn Hwy	1980	13	2.47
	1981	5	0.84
	1982	10	1.49
Old Glenn Hwy to Parks Hwy	1980	18	1.20
	1981	22	1.27
	1982	43	2.13

Due to the traffic volume growth rate and the uneven directional distribution on this highway segment, we expect to initially widen this portion of the highway to four lanes and will incorporate provisions for its eventual expansion to a six lane highway.

We expect the project right-of-way acquisition, utility relocation and critical design elements of the project, such as bridge support structures, to be compatible with the eventual requirements for a six lane highway. Funding has been obligated to initiate preliminary engineering on this project.

If you have additional questions on this matter, please contact me.

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
R. J. Knapp, Commissioner, DOT&PF
Dan Malick, Acting Deputy Commissioner, Statewide Programs, Juneau
Paula Ramsey, Budget Analyst/Legislative Liaison, Statewide Programs, Juneau
Robert J. Sundberg, Commissioner, Department of Public Safety

Bill Sheffield, Governor

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

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ANCHORAGE 99502 (TELEX 25-183)
PHONE: 266-1462

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April 3, 1984

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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:

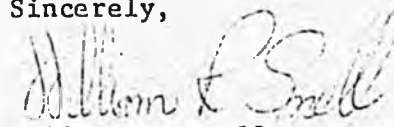
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| 1. Complete Draft Location Study Report | 11/84 |
| 2. Complete Draft Environmental Document | 9/85 |
| 3. Hold Location Public Hearing | 10/85 |
| 4. Final Location Study Report and Environmental Document | 12/85 |
| 5. Obtain Federal Location Approval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

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