

SCR

9



Dept. of Transportation & Public Facilities

Position Paper

BILL NO: SCR 9

TITLE: Requesting that the Farm Loop Road in the Mat-Su Borough be upgraded

APPROVED:

[Signature]
R. J. Knapp
Commissioner

DATE:

April 9, 1984

The Department of Transportation and Public Facilities (DOT&PF) would have no problem in upgrading the Farm Loop Road if the \$2.53 million in funding was appropriated by the Legislature. Due to the relatively low traffic volume (average daily count of 180 vehicles), improvements to this road are considered by the DOT&PF to be a lower priority than for other collector roads in the Mat-Su Borough with higher traffic volumes such as Pittman Road and Clark-Wolverine Road.

For more information, contact Paula Ramsey at 465-3900

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: SCR 9
Title: Upgrade Farm Loop Road

Sponsor: Senator Kerttula
Requestor: _____
Date of Request: 4/9/84

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 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING			35.0	35.0	35.0	35.0

CAPITAL		2,530.0				
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REVENUE						
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FUNDING: (Thousands of Dollars)

GENERAL FUND		2,530.0	35.0	35.0	35.0	35.0
FEDERAL FUNDS						
OTHER						
TOTAL		2,530.0	35.0	35.0	35.0	35.0

POSITIONS:

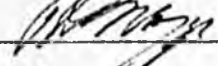
FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not provided by the sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462
Division: Central Region Planning Date: 4/9/84

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

ANALYSIS FOR SCR 9

1. Analysis of the fiscal impact on existing programs.

The DOT&PF could absorb the design and construction functions of this project without fiscal impact on existing programs.

2. Analysis of fiscal impact on new programs or activities.

None

3. Analysis of how the figures in the fiscal note were delivered.

An FY'83 cost estimate by our Design and Construction Division was updated to FY'85 figures. This would provide a paved, 28' wide road, 3 miles in length.

4. Additional information necessary to explain the fiscal note.

There are no funds identified in association with SCR 9. Due to the relatively low traffic volume on this road, the DOT&PF considers improvements to this road a lower priority than for other collector roads in the area with higher traffic volumes.

SENATE CONCURRENT RESOLUTION # 9: JUSTIFICATION

SCR 9 was introduced in an effort to have the Farm Loop Road in the Matanuska Susitna Valley upgraded by the Department of Transportation and Public Facilities. Farm Loop Road is a state maintained road which is receiving increased traffic pressure due to settlement in the area over the past few years.

The road, one of the original Matanuska Valley Colony roads constructed in 1935, is one of the more scenic routes through the farming area of the Valley near Palmer. Tourist traffic on the road has increased because of the vistas of the mountains and historic farmsteads and cropland.

The Average Daily Traffic on the Farm Loop Road was 180 in 1981. This has increased by 28% to 249 in 1983. Improvements would include widening the road to 28 feet. At present the traffic on the road is two-way; however, in effect, the road is not wide enough to safely carry two-way traffic. The road would further be improved by adding to the sub-base.

The improvements would extend the length of the 2.9 mile road at a cost of \$3,004,100 payable through fiscal year 1987.

DOT/PF Central Region Maintenance and Operations has assigned the upgrade a priority. If improvements are made, maintenance costs will be reduced.