



STATE OF ALASKA  
FISCAL NOTE

Revision Date \_\_\_\_\_, 1983

I. REQUEST

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

Sponsor: Kerttula  
Requestor: Senate Transp. Committee

II. FISCAL DETAIL

Agency Affected: DOT&PF  
Program Category Affected: \_\_\_\_\_

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 LANDS & STRUCTURES   |       |       |       |         |       |       |
| 700 GRANTS, CLAIMS, ETC. |       |       |       |         |       |       |
| TOTAL OPERATING          |       |       |       |         | 23.0  | 25.3  |
| CAPITAL                  | -     | 95.0  | 120.0 | 2,310.0 | 0     | 0     |
| REVENUE                  |       |       |       |         |       |       |

FUNDING: (Thousands of Dollars)

|                        |   |      |       |         |      |      |
|------------------------|---|------|-------|---------|------|------|
| GENERAL FUND           | - | 95.0 | 120.0 | 2,310.0 | 23.0 | 25.3 |
| FEDERAL FUNDS          |   |      |       |         |      |      |
| OTHER (Specify Source) |   |      |       |         |      |      |

POSITIONS:

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

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

IV. ANALYSIS: See Attached for Analysis.

Prepared By: A. Reed Gibby Phone: 266-1462  
Division: Planning and Programming Date: 4/14/83

Approved by Commissioner: [Signature] Date: 4/15/83  
Department: Transportation and 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 for Sponsor)

3/8/83

April 14, 1983  
SCR 9  
Author R. Gibby

ANALYSIS

Farm Loop Road was assumed to be upgraded to a 28 foot wide gravel road under this project.

The cost estimates for this project in FY'83 dollars were:

|                         |    |           |
|-------------------------|----|-----------|
| Preliminary Engineering | \$ | 85,000    |
| Right-of-Way            |    | 100,000   |
| Utilities               |    | 100,000   |
| Construction            |    | 1,638,000 |

These costs were assumed to increase at 10% per year through the life of the project.

The preliminary engineering (\$95,000) was assumed to be done under consultant contract and require about 15 months.

The right-of-way acquisition (\$120,000) was assumed to be completed in FY'85.

The utility phase (\$133,000) was also assumed to be completed in FY'86.

The construction phase (\$2,177,000) was assumed to be initiated in the summer of 1985 (FY 86).

Since this project includes the widening of an existing road by approximately one lane, maintenance and operations costs are assumed to increase in FY'87 by \$7,000 per lane mile of \$23,000 for the entire road.

Introduced: 3/1/83  
Referred: Transportation  
and Finance

1 IN THE SENATE

BY KERTTULA

2

SENATE CONCURRENT RESOLUTION NO. 9

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Requesting that the Farm Loop Road in

6

the Matanuska-Susitna Borough be up-

7

graded.

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

9 WHEREAS in response to a statement of need by the people of the  
10 Matanuska-Susitna Borough who live on and near the Farm Loop Road that the  
11 road is in disrepair and in deplorable condition; and

12 WHEREAS the population in the area and in the borough is expanding  
13 rapidly; and

14 WHEREAS the traffic on the gravel surfaced Farm Loop Road is increas-  
15 ing substantially; and

16 WHEREAS the Farm Loop Road goes through some very productive agricul-  
17 tural land in the valley, and produce is transported over the gravel road;  
18 and

19 WHEREAS there have been a number of subdivisions built near the Farm  
20 Loop Road; and

21 WHEREAS this historic farm road was built in 1935; and

22 WHEREAS the Farm Loop Road is used by increasing numbers of tourists  
23 because of its scenic views of Matanuska-Susitna farm country;

24 BE IT RESOLVED by the Alaska State Legislature that the governor is  
25 respectfully requested to direct the commissioner of transportation and  
26 public facilities to upgrade on a high priority basis the Farm Loop Road in  
27 the Matanuska-Susitna Borough.



## SCR 9: Background

SCR 9 was introduced by Senator Kerttula in an effort to have the Farm Loop Road in the Matanuska-Susitna Borough 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 the several subdivisions that have been developed in the area in the past few years.

The road, one of the original Matanuska Valley colony roads constructed in 1935, would be improved by widening the road to 28 feet. At present the traffic on the road is two-way; however, in actuality, the road is not wide enough to safely carry two-way traffic. The road would be further improved by adding to the sub-base.

The improvements would extend approximately 2.5 miles at a cost of \$3,004,100 payable through fiscal year 1987.

Attached is a copy of the minutes of the Senate Transportation Committee meeting of March 17 at which SCR 9 was considered.

Attachments

REGION: CENTRAL

FY 1984

MODE: HIGHWAY

| HD    | Adv Date | Project Name                  | Phase    | Project Description  | General Fund | Other | Total    |
|-------|----------|-------------------------------|----------|--|--------------|-------|----------|
| 16    | 1/84     | Mat-Su Area Roads             | ALL      | (CONT'D)<br>3) Hollywood & Vine, base and pave entire length, 8.8 miles. Minor collector<br>4) Pittman Road, reconst. and pave to Schrock Road, 9.8 miles. Minor collector<br>5) Big Lake Extension, preliminary engineering, 1.65 miles. Minor collector<br>6) Hyer Road, preliminary engineering & ROW, 2.51 miles. Minor collector<br>7) Trunk Road, preliminary engineering & ROW, 6.8 miles. Minor collector<br>8) Clark/Wolverine, preliminary engineering & ROW, MP 1.5-4.5. Minor collector<br>9) Fishhook-Willow, preliminary engineering, MP 34.7-39. Major collector<br>10) Smith Road, PE for reconstr. 1.5 miles. Minor collector<br>11) Farm Loop, gravel & drainage; 2.9 miles. Minor collector<br>1) Soapstone Rd, gravel upgrade. Minor collector |              |       |          |
| 13,14 | 7/83     | Boniface Pkwy DeBarr to Tudor | R/W, U,C | Upgrade to 4 lanes and left turn provision   | 9,000.0      |       | 9,000.0  |
| 9     | 3/84     | Minn Dr. Dimond to Old Seward | U,C      | Construction of Minnesota Drive  | 16,000.0     |       | 16,000.0 |

## ANALYSIS

Farm Loop Road was assumed to be upgraded to a 28 foot wide gravel road under this project.

The cost estimates for the project in FY'83 dollars were:

|                         |           |
|-------------------------|-----------|
| Preliminary Engineering | \$ 85,000 |
| Right-of-Way            | 100,000   |
| Utilities               | 100,000   |
| Construction            | 1,780,000 |

These costs were assumed to increase at 10% per year through the life of the project.

The preliminary engineering was assumed to be done under consultant contract and require 42 months. It was allocated as follows:

|       |          |
|-------|----------|
| FY'84 | \$30,000 |
| FY'85 | 30,000   |
| FY'86 | 30,000   |
| FY'87 | 15,200   |

The right-of-way acquisition was assumed to be completed in FY'87 for \$146,400. The utility phase was also assumed to be completed in FY'87 for \$146,400.

The construction phase was assumed to be initiated and completed in FY'87 for \$2,606,100.

Since this project includes the widening of an existing road by approximately one lane, maintenance and operations costs are assumed to increase in FY'88 by \$7,600 per lane mile or \$25,100 for the entire road.

SENATE TRANSPORTATION  
STANDING COMMITTEE  
March 17, 1983  
1:30 p.m.

Members Present: Senator Moss, Chairman  
Senator Fahrenkamp, Vice Chairman  
Senator Kerttula  
Senator Gilman  
Senator Faiks

COMMITTEE CALENDAR

- SCR 5 Requesting the Department of Transportation and Public Facilities to reconstruct and upgrade the Petersville Road in Matanuska-Susitna Borough.
- SCR 6 Encouraging the upgrading and resurfacing of the Old Glenn Highway from the Knik River to the Matanuska River.
- SCR 7 Encouraging the extension of a four-lane highway from the Eklutna Flats to the Palmer-Wasilla "Y".
- SCR 9 Requesting that the Farm Loop Road in the Matanuska-Susitna Borough be upgraded.

WITNESS REGISTER

Senator Jalmar M. Kerttula  
Pouch V  
Juneau, Alaska 99811  
Phone: 465-3771  
Position Statement: Sponsor

Warren Sparks  
Planning and Programming  
Department of Transportation and Public Facilities  
Pouch Z  
Juneau, Alaska 99811  
Phone: 364-4324  
Position Statement: Available for Questions

PREVIOUS ACTION

None

TAPE #5, Side A  
Recording  
Number

ACTION NARRATIVE

000 Chairman Moss called the meeting to order at 1:30 p.m., noting that a quorum was present, consisting of Senators Fahrenkamp and Kerttula and himself. He also noted that Warren Sparks, from the Planning and Programming section of the Department of

Transportation and Public Facilities (DOT/PF), was present to testify on the fiscal notes prepared by the Department for the Senate Concurrent Resolutions under discussion. Senator Faiks and Gilman arrived at this time.

032

Senator Kerttula gave his testimony on the SCR's, saying that he submitted them on order to encourage DOT/PF staff to study these needs and work them into their statewide plans. SCR 5, Kerttula noted, is requesting the programming section to upgrade the Petersville Road, directly west of Talkeetna. He indicated that the State has awarded home lots and agricultural land in this area, and that the road from the "Y" at Trapper's Creek is gravel for the first four or five miles, and then disintegrates. Kerttula suggested that DOT/PF staff consider it for Federal Aid to Highways, and upgrade it as soon as is reasonable on their priority list.

Kerttula indicated SCR 6 was submitted in support of petitions from several hundred people to resurface the road. Kerttula indicated that the road receives a tremendous amount of traffic from the Knik River Bridge to Palmer and is full of chuck holes. Kerttula noted that DOT/PF staff indicated the cost of reconstruction of the road would cost five million dollars. Kerttula said that he was thinking of resurfacing the road rather than reconstructing it, and he thought resurfacing should cost only between three and four million dollars.

—Kerttula noted that this Committee had already passed SCR 7 in the form of a bill (SB 6), and indicated that he felt that if DOT/PF staff didn't feel there was sufficient Federal Aid funding available, at least SCR 7 would give them the authority to plan and design for that four-lane from the end of Eklutna Flats to the Palmer-Wasilla "Y". Kerttula noted that DOT/PF staff had prepared a fiscal note which estimates the cost of the four-lane at a figure of considerably less than estimated in the Bill.

In regard to SCR 9, Kerttula indicated that the Farm Loop road is one of the oldest roads in the Matanuska Valley. It was a farm road, Kerttula indicated, but now is a State highway and needs upgrading to accommodate the population. Kerttula indicated that all of the Resolutions are intended to be messages to DOT/PF staff that these roads need to be improved.

176

Senator Fahrenkamp asked if the area indicated in SCR 5 was in the Borough. Kerttula indicated that part of the area might be in the Borough, heading toward the back end of Mt. McKinley. The far end of it goes around Denali, and the area is only technically, if at all, in the Borough area.

Senator Faiks asked if the work could be done with LSR&T funds, and Kerttula replied that it had never been tried. Kerttula indicated that he would prioritize SCR 6 as first in importance and SCR 5 second.

287

Chairman Moss recognized Warren Sparks, from the Planning and Programming section of DOT/PF, who was present to testify on the fiscal notes prepared by DOT/PF staff. Mr. Sparks apologized for not having a fiscal note on SCR 9, indicating that DOT/PF staff was not able to get it down to Juneau in time. In response to a question from Senator Gilman, Mr. Sparks indicated that fiscal notes are prepared by the personnel in the DOT/PF region in which the project is located. The fiscal note is then sent to the Commissioner's office and transmitted to the Legislature.

362

Senator Moss asked if the fiscal note on SCR 5 was prepared considering the possibility of Federal Aid on that particular stretch of the highway. Sparks indicated that the route is a designated Federal Aide route, the first six or seven miles of which was reconstructed in the late 1960's, and that DOT/PF staff has been working with staff of the Department of Natural Resources, Division of Parks, to restore the road. Sparks indicated that DOT/PF staff proposed to do the project in two sections, mile 7 and mile 19 in the first section, and miles 19 and 36 in the second section. Sparks indicated that money for the engineering on SCR 7 (SB 6) has already been requested in DOT/PF's budget submission.

500

Senator Fahrenkamp indicated that the resolutions point out the need for the Senate Transportation Committee to look at long-range plans. Kerttula indicated that the Governor intends statewide studies, and noted that the Transportation Committee is a new committee and it would probably be next year before the Committee is ready to prepare a statewide plan.

643

Senator Gilman indicated that the Transportation Committee ought to examine the administration's six-year plan, after giving the new administration a chance to examine the six-year plan they inherited. Gilman suggested that the function of the Transportation Committee should be to review those six-year plans. He emphasized that when the Committee has agreed on a six-year plan, it is important not to deviate from it drastically, because the public is confused when they find work for their area scheduled in a long-range plan one year, and dropped out the next. If they have some reasonable assurance that there is going to be some addressing of the transportation problems within their area, they will not be so anxious every time a supplementary budget is being proposed.

Senator Kerttula agreed, adding that any process used to develop a plan should allow for legislative input in the development period, so that the plan can have legislative support.

643

Senator Gilman indicated that a series of five-year plans is needed. He indicated that a five-year plan is needed for the interstate highway system, using most of the Federal dollars available to build an interstate system, and based on all the formalities involved in dealing with the Federal Government to build a Federal road. But there should also be a five-year plan for the airport system, Gilman indicated, and one for docks, and

one for other secondary roads. Gilman stated the money shouldn't all be appropriated to the interstate highway system, or to any one part of the system, but that long-range financial planning can be used to indicate what roads should be built first. Gilman suggested that that should not be the responsibility of a particular committee, but should be the result of discussions among various committees.

- 714 Senator Faiks asked whether this planning was something that could be accomplished during the interim. Senators Moss and Kerttula agreed that it could perhaps best be done during the interim, when legislators would not be involved in so many different committees, as they are during the session.
- 743 Senator Fahrenkamp moved that all of the SCRs before the committee be moved with individual recommendations. The motion passed unanimously.
- 780 Chairman Moss adjourned the meeting at 2:15 p.m.



# Matanuska-Susitna Borough

BOX B. PALMER, ALASKA 99645 • PHONE 745-4801

DEPARTMENT OF ADMINISTRATION

April 19, 1983

*RR*

Ms. Judith Anderegg  
Senator Kerttula's Office  
Pouch V  
Juneau, Alaska 99811

Dear Judith:

Re: FARM LOOP ROAD AND SOAPSTONE ROAD .

Attached are our latest traffic counts on Farm Loop and Soapstone roads.

We would anticipate that Jensen Road which lies one-eighth mile south of Soapstone Road (Germaine Road) will carry a fair amount of daily traffic from the area between the two Fishhooks to the Palmer Correctional Facility if that facility becomes the State maximum security institution. Presently more Palmer Correctional employees live in the Wasilla area than the Palmer area. We would not use Soapstone Road itself as the connector.

Sincerely,

*Gary Thurlow*

Gary Thurlow  
Borough Manager

er

Attachment

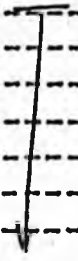
STATE OF ALASKA  
TRANSPORTATION PLANNING  
ALASKA TRAFFIC RECORD

FARM LOOP

Route RD Week Beginning 4/6 '83 Recorder No. \_\_\_\_\_ Station OFF GLENN

| MONTH      | APRIL |    |     |     |     |     |     | TOTAL |
|------------|-------|----|-----|-----|-----|-----|-----|-------|
| DATE       | 6     | 7  | 8   | 9   | 10  | 11  | 12  | TOTAL |
| JAY        | WE    | TH | FR  | SA  | SU  | MO  | TU  |       |
| HOOR: A.M. |       |    |     |     |     |     |     |       |
| 12-1       |       |    | 4   | 4   | 5   | 4   | 3   |       |
| 1-3        |       |    | 3   | 1   | 0   | 0   | 2   |       |
| 2-4        |       |    | 1   | 1   | 1   | 2   | 0   |       |
| 3-5        |       |    | 0   | 1   | 0   | 2   | 0   |       |
| 4-6        |       |    | 2   | 2   | 2   | 3   | 3   |       |
| 5-7        |       |    | 2   | 3   | 2   | 4   | 7   |       |
| 6-8        |       |    | 8   | 9   | 1   | 2   | 6   |       |
| 7-9        |       |    | 2   | 1   | 1   | 5   | 4   |       |
| 8-10       |       |    | 3   | 1   | 1   | 3   | 3   |       |
| 9-11       |       |    | 9   | 3   | 6   | 7   | 10  |       |
| 10-12      |       |    | 10  | 8   | 4   | 10  | 2   |       |
| 11-13      |       |    | 22  | 14  | 12  | 17  | 13  |       |
| Sub-total  |       |    | 87  | 68  | 87  | 94  | 104 |       |
| HOOR: P.M. |       |    |     |     |     |     |     |       |
| 12-1       |       |    | 12  | 25  | 6   | 15  | 18  |       |
| 1-3        |       |    | 9   | 10  | 3   | 11  | 18  |       |
| 2-4        |       |    | 14  | 22  | 1   | 18  | 22  |       |
| 3-5        |       |    | 25  | 11  | 1   | 17  |     |       |
| 4-6        |       | 12 | 16  | 38  | 18  | 23  |     |       |
| 5-7        |       | 14 | 25  | 24  | 20  | 17  |     |       |
| 6-8        |       | 24 | 19  | 27  | 27  | 9   |     |       |
| 7-9        |       | 9  | 11  | 10  | 5   | 16  |     |       |
| 8-10       |       | 9  | 9   | 7   | 4   | 8   |     |       |
| 9-11       |       | 3  | 5   | 11  | 4   | 8   |     |       |
| 10-12      |       | 7  | 10  | 3   | 7   | 2   |     |       |
| 11-13      |       | 3  | 7   | 10  | 7   | 2   |     |       |
| TOTAL      |       |    | 249 | 254 | 254 | 240 |     |       |
| % OF AVG.  |       |    |     |     |     |     |     | AVG.  |

COUNTER MALFUNCTION



STILL COUNTING

STATE OF ALASKA  
TRANSPORTATION PLANNING  
ALASKA TRAFFIC RECORD

SOAPSTONE

Route 120 Week Beginning 4/6 1983 Recorder No. \_\_\_\_\_ Station GLENN  
MONTH APRIL

| DATE       | 6  | 7   | 8   | 9   | 10  | 11  | 12 | TOTAL |
|------------|----|-----|-----|-----|-----|-----|----|-------|
| DAY        | WE | TH  | FR  | SA  | SU  | MO  | TU |       |
| HOUR: A.M. |    |     |     |     |     |     |    |       |
| 12-1       |    | 3   | 2   | 0   | 4   | 1   | 2  |       |
| 1-2        |    | 2   | 4   | 2   | 6   | 0   | 0  |       |
| 2-3        |    | 1   | 0   | 4   | 0   | 0   | 0  |       |
| 3-4        |    | 0   | 0   | 0   | 1   | 0   | 2  |       |
| 4-5        |    | 2   | 3   | 2   | 1   | 4   | 2  |       |
| 5-6        |    | 8   | 9   | 4   | 5   | 8   | 2  |       |
| 6-7        |    | 12  | 12  | 4   | 4   | 13  | 5  |       |
| 7-8        |    | 18  | 22  | 16  | 9   | 17  | 20 |       |
| 8-9        |    | 21  | 18  | 11  | 6   | 17  | 8  |       |
| 9-10       |    | 15  | 16  | 21  | 15  | 25  | 8  |       |
| 10-11      |    | 24  | 18  | 18  | 27  | 11  | 18 |       |
| 11-12      |    | 15  | 13  | 20  | 30  | 13  | 13 |       |
| Sub-total  |    | 121 | 117 | 102 | 108 | 109 | 77 |       |
| HOUR: P.M. |    |     |     |     |     |     |    |       |
| 12-1       |    | 21  | 20  | 17  | 41  | 17  | 8  |       |
| 1-2        |    | 28  | 24  | 32  | 25  | 19  | 12 |       |
| 2-3        |    | 17  | 15  | 27  | 45  | 15  | 14 |       |
| 3-4        |    | 24  | 18  | 23  | 33  | 17  |    |       |
| 4-5        | 25 | 30  | 29  | 30  | 34  | 11  |    |       |
| 5-6        | 25 | 30  | 42  | 19  | 26  | 8   |    |       |
| 6-7        | 25 | 41  | 21  | 21  | 20  | 10  |    |       |
| 7-8        | 22 | 32  | 21  | 17  | 22  | 7   |    |       |
| 8-9        | 4  | 11  | 22  | 9   | 18  | 5   |    |       |
| 9-10       | 12 | 12  | 17  | 10  | 7   | 5   |    |       |
| 10-11      | 11 | 4   | 16  | 13  | 2   | 4   |    |       |
| 11-12      | 6  | 2   | 3   | 5   | 0   | 1   |    |       |
| TOTAL      |    | 373 | 365 | 223 | 381 | 228 |    |       |
| % of Avg.  |    |     |     |     |     |     |    | Avg.  |

STILL COUNTING