

SCR

17

Introduced: 4/15/83  
Referred: Transportation  
and Finance

1 IN THE SENATE

BY FAIKS

2

SENATE CONCURRENT RESOLUTION NO. 17 am

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

Relating to "Lower" Huffman Road upgrad-

6

ing in the Municipality of Anchorage.

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

8

WHEREAS Huffman Road is a major access road to Chugach State Park and

9

to the foothill area of southern Anchorage serving many of the 4,049

10

persons residing within an area bounded by Seward Highway, O'Malley Road,

11

De Armoun Road and Birch Road; and

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WHEREAS the road is inadequate for the motor vehicles using it and the

13

lack of shoulders makes it hazardous for pedestrians and school children

14

walking along the road; and

15

WHEREAS Huffman Road between Seward Highway and Birch Road is in a

16

deplorable condition, is narrow and in need of upgrading;

17

BE IT RESOLVED that the Alaska State Legislature respectfully requests

18

the governor to direct the Department of Transportation and Public Facili-

19

ties to upgrade and reconstruct Huffman Road between Seward Highway and

20

Birch Road using available appropriation designated for the Anchorage area.

*Birch Road*



SCR 17 TITLE & SPONSOR SUMMARY

11:07 6/27/83 PAGE 1 OF 2

AMENDED TITLE:

RELATING TO "LOWER" HUFFMAN ROAD UPGRADING IN THE MUNICIPALITY  
OF ANCHORAGE

PRIME SPONSOR: FAIKS.

CO-SPONSOR:

CURRENT STATUS: 4/27/83 IN (S) FINANCE

SCR 17 SENATE ACTION

11:07 6/27/83 PAGE 2 OF 2

DATE SEQ PAGE

LEGISLATIVE ACTION

04/15/83 01 0711

04/27/83 02 0819

FIRST READING -- COMMITTEE REPORTS  
TRAN -- DP02, NR01  
FINANCE  
RULES

\*\*\*\* \*\* \*\* \*\*\* \*\* \*

4/27/83

Barbara Barte  
called to say that  
a fiscal note for  
SCR 17, has been  
completed and will  
be delivered - a day  
late, as usual.

Linda

STATE OF ALASKA  
FISCAL NOTE

## I. REQUEST

Bill/Resolution No.: SCR 17  
 Title: Lower Huffman Road Upgrading  
 Sponsor: Faiks  
 Requestor: Senate Transportation

## II. FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: \_\_\_\_\_  
 BRU, Program or 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					45,700	45,700
CAPITAL		132,500	1,054,600	4,404,780		
REVENUE						

## FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

## POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

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

Not identified.

## IV. ANALYSIS: Attach a separate page for any Analysis (Attached)

Prepared by: William R. Snell, Director Phone: 266-1440  
 Division: Planning & Programming Date: 4/27/83  
 Approved by Commissioner: David W. Haugen Date: 4/27/83  
 Department: Deputy Commissioner, Central Region

## 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  
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3/8/83

## SCR 17 Fiscal Note (cont'd)

Analysis

Reconstruct Huffman Road to a 40' rural roadway.

The cost estimates in FY'83 dollars\* are:

Preliminary engineering	\$ 175,000
Right-of-way	800,000
Utilities	260,000
Construction	3,475,000

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

- The preliminary engineering is assumed to be under consultant contract and project could go to construction bid 10/85 if funds are made available July 1983 \$192,500.
- The right-of-way acquisition was assumed to be completed in FY'85 for \$880,000. The utility phase was assumed to be completed in FY'86 for \$314,600.
- The construction phase was assumed to be initiated and completed in FY'86 for \$4,204,750.

Maintenance and Operation costs are assumed to increase in FY'87 to \$45,700 per year.



# Alaska State Legislature

## Senate

April 25, 1983

OFFICIAL BUSINESS

CHAIRMAN  
RULES COMMITTEE

JAN FAIKS  
POUCH V  
CAPITOL BUILDING  
JUNEAU, ALASKA 99811

TO: Senator Pappy Moss

FROM: Senator Jan Faiks

RE: SB 238 and SCR 17

As you know, I am the prime sponsor of the above bill and resolution which will be before the Transportation Committee on April 26th. I wanted to explain to you why this legislation is so important.

The New Seward Highway is probably the most traveled highway in the state. It is used in the summertime by those going down to the Kenai Peninsula for fishing, boating and other recreation. In the wintertime it is used by skiers going to Alyeska. The highway is used daily by commuters going to work in downtown Anchorage. The road has been repaired many times and is replete with fill holes. The fill holes have buckled and cracked. The frost heaves have also caused the highway to crack. The cold and freezing temperatures are more destructive to this road than to most due to the constant high speed traffic. In the long run the state will save money by resurfacing this road now before it becomes worse.

Lower Huffman is a state road in South Anchorage that is extremely narrow. There are no shoulders and nowhere for pedestrians to walk. The edge of the road drops off very sharply. There are a lot of children using the road enroute to the Huffman-Leslie Elementary School. It is a very dangerous place for children to be walking. The road needs to be regraded and realigned. Your car literally bounces up and down traveling the road because of all the little bumps. There are cracks all over the road from the freezing weather. DOT/PF has no improvements planned for the road through 1987. The road cannot wait this long for these repairs. I would like to request that the Department place this road as one of their priorities as they plan for the next couple of years.

STATE OF ALASKA  
FISCAL NOTE

I. REQUEST

Bill/Resolution No.: SB 238  
 Title: Spec App DOT&PF...impr...Seward Hwy  
 Sponsor: Senator Faiks  
 Requestor: Senate Transportation

II. FISCAL DETAIL

Agency Affected: \_\_\_\_\_  
 Program Category Affected: \_\_\_\_\_  
 BRU, Program or 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		4,750,000	4,750,000			
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

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

Not identified

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: William R. Snell Phone: 266-1462  
 Division: Planning & Programming Date: 4/18/83  
 Approved by Commissioner: David W. Haugen Date: 4/20/83  
 Department: Deputy Commissioner, Central Region

Distribution:

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## Seward Highway Rehab (Scope)

Basic "A": Hot plant mix pavement overlay (1 1/2 inches) on the north and southbound lanes of the Seward Highway between Fourth Avenue and the Potter Weigh Station. \$3,700,000

Basis "B": Hot Plant mix pavement overlay (1 1/2 inches) on the Seward Highway between Bird Point and Ingram Creek. 2,600,000

This work includes preleveling, thermoplastic pavement markings and new loop detectors as required. The estimated construction cost, including a percentage for construction administration and contingencies is \$7,900,000.

I would also propose to include the following work as funding permits.

1. Hightower Lighting Guardrail. Provide additional guardrail protection at five locations on the new construction. 60,000
2. Tudor Road Interchange Frost Heave. Repair subgrade failure under the Tudor Road Structure, and reinstall guardrail. 20,000
3. Continuous Lighting. Provide continuous lighting from Tudor Interchange to the first signalized intersection at 36th Avenue. 90,000
4. Raised Pavement Markers. Install plowable, reflectorized markers north of Tudor Road on all curves of 2 degrees or greater. 85,000
5. Sign Panel Replacement. Upgrade existing signing with new high intensity reflective sheeting. 41,000
6. Flooding/Icing at 36th Avenue. At M&O's request, install 700 L.F. of new storm drain. 65,000
7. Rubberized Asphalt. Overlay the northbound lanes with rubberized asphalt pavement from Tudor Road to Benson Blvd. One disadvantage with this product is that thermoplastic markings will not bind to the asphalt, and paint must be used. This should be offset by the benefits of the pavement, together with the continuous lighting (Item 3) and the raised markers (Item 4). 150,000
8. Turn Lanes at DeArmoun and Rabbit Creek Roads. Since interchange construction is several years away (1987), widen for additional turning lanes. 35,000

The estimated total of this work is \$700,000.00.

One item of note is that the section of roadway between Bird Point and the North Girdwood Railroad Crossing is substandard (scheduled for reconstruction in 1987), and we interpret the scope of work here to be a pavement overlay of the existing roadway with no width, geometric, or guardrail modifications.

P.02

APR. 07 '83 08:35 STATE OF ALASKA DOT ANCHORAGE AK

Project Title Seward Hwy Rehab Urban		Type T	Location Anchorage		Agency ID # C841W004	Elect Dist 7	Start Date 7-83	Complete Date 6/84	
Cash Flow		Operating Impact		First Op. Yr.	Ult. Annual Yr.	Funding Information Agency FY 84		Funding Information Gov. FY FY FY	
FY84	9,500.0	Funding Source	Fed. Rec.			1002	Fed. Rec.		
FY			Gen. Fund			1004	Gen. Fund	9,500.0	
FY			Other				G.O. Bonds		
FY									
FY			Total	N/A	N/A		Total	9,500.0	
FY		Positions (FTE)				Priority:	Prior Year	Agency 84-4	Coverage
TOTAL	9,500.0								
Special Features	One of Several Phases <input type="checkbox"/>	External Funding Source <input type="checkbox"/>	Funds to Enact Completion	Contingent Upon Other Projects <input type="checkbox"/>	Site Owned? YES	Utilities Available? N/A	Access Available? N/A		

**Project Description:**  
 Project is in House Districts 7,8,9,10 and 12. Pavement resurfacing from 4th Ave. to vicinity of Potter and from vicinity of Bird Creek South. Based on pavement material investigation conducted during preliminary engineering phase the facility will be resurfaced by appropriate method i.e. grading, overlay, etc.

**Average Daily Traffic:**

1981 ADT	38,600	South of Benson
2005 ADT	12,560	Potter
1998 ADT	81,100	South of Benson

**Project Justifications:**

**Project Need:**  
 Existing pavement exhibits patching, cracking and other symptoms of wear and deterioration. Resurfacing is required to bring roadway back to its original condition.

**Documentation of Estimated Capital Cost:**  
 The cost estimate was supplied by Division of Highway Design & Construction and inflated at a rate of 10% annually.

**Analysis of Estimated Operating Expense:**  
 This project is expected not to increase maintenance efforts, and it should offer a significant improvement in service and safety.

**Alternatives Considered:**  
 Delay or do nothing -- These were rejected because as the roadway continues to deteriorate maintenance costs would increase as serviceability and safety decreased.

**PROPOSED PROJECT**  
 Seward Hwy Rehab Urban

**CATEGORY** Transportation  
**AGENCY** DOT/PF  
**PROGRAM** Central Highways  
**PROPOSED FUNDING YEAR** FY 84

Page 1 of 2  
 Revised Date

**FY 84**





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 Sponsor: Senator Faiks  
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IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: William R. Snell  
 Division: Planning & Programming  
 Approved by Commissioner: David W. Haugen  
 Department: Deputy Commissioner, Central Region

Phone: 266-1462  
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FY			Positions (FTE)						
TOTAL	9,500.0					Priority:	Prior Year	Agency 84-4	Goverhor

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CATEGORY Transportation  
 AGENCY DOT/PF  
 PROGRAM Central Highways  
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**FY 84**