SCR

7

COMMITTEE REPORT

HOUSE

(9) FURTHER:

Date: 5/14/84

The Committee on TRANSPORTATION has had SCR 7

Encouraging the extension of a four-lane highway from the south end of Eklutna Flats to the Palmer-Wasilla "Y".

under consideration and recommends:

[ ] do pass [ ] do not pass

[ ] do pass with attached amendments(s)

[ ] replace with CS for _____ [ ] same title [ ] new title

and recommends _____

[ ] AND attaches a "Letter of Intent" [ ] New Fiscal Note [ ] Zero Fiscal Note Attached

[ ] reports it back without recommendation

[ ] referred to the _____ Committee

MEMBERS SIGNING DO PASS

MEMBERS HAVING OTHER RECOMMENDATIONS:

_____

CHAIRMAN

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 Flats 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

this. Over 200 accidents ocurred 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:

Station		SB		NB		
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

ONTH	1979	1980	1981	TOTAL
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
UG	7	7	2	16
SEPT	2	6	1	9
OCT	2	2	3	7
NOV	4	2	3	9
DEC	5	1	3	9

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY

POUCH N
JUNEAU, ALASKA 99811
PHONE: 465-4322

OFFICE OF THE COMMISSIONER

March 13, 19[illegible]

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

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

	1977	1978	1979	1980
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

	1981	1982	1983	Total 1977 to 1983
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

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

	1981	1982	1983	Total 1977 to 1983
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

YEAR	TYPE	FATAL	INJURY	TOTAL ACCIDENTS
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			2
	24			2
	25		9	8
	26			1
	27		8	12
	30		1	2
	40		27	41
	50		1	3
		5	147	301

BONIFACE TO EKLUTNA

YEAR	TYPE	FATAL	INJURY	TOTAL ACCIDENTS
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
		4	151	345

EKLUTNA TO PARKS HIGHWAY

YEAR	TYPE	FATAL	INJURY	TOTAL ACCIDENTS
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
		1	49	52

EKLUTNA TO PARKS HIGHWAY

YEAR	TYPE	FATAL	INJURY	TOTAL ACCIDENTS
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
		4	40	63

STATE OF ALASKA
Police Accident Report
12-208 Revised 9/77

* EXPLAIN IN ACCIDENT DESCRIPTION

IF A QUESTION DOES NOT APPLY, ENTER A DASH (-).

IF AN ANSWER IS UNKNOWN, ENTER AN 'X'

INTERSECTION RELATED
1. At Intersection 2. Not At Intersection

PEDESTRIAN ACTION
1. Crossing With Signal
2. Crossing Against Signal
3. Crossing, No Signal, Marked Crosswalk
4. Crossing, No Signal or Marked Crosswalk
5. Walking Along With Traffic
6. Walking Along Against Traffic
7. Emerging in front of/behind parked vehicle
8. Child Getting On/Off School Bus
9. Getting On/Off Vehicle Other than School Bus
10. Pushing/Working On Car
11. Playing in Roadway
12. Playing in Roadway
13. Other Actions in Roadway *
14. Not in Roadway (Indicate) *
15. Alcohol Involvement

TRAFFIC CONTROL
1. None
2. Traffic Signal
3. Stop Sign
4. Flashing Light
5. Yield Sign
6. Officer/Flagman/Guard
7. No Passing Zone
8. RR Crossing Sign
9. RR Crossing Flashing Light
10. RR Crossing Gates
20. Other *

LAND USAGE OF ACCIDENT LOCALITY
1. School/Playground
If No School/Playground, Select One Below
2. One/Two Family Residential
3. Apartment Residential
4. Business/Shopping
5. Industrial/Manufacturing
6. Agricultural/Undeveloped
7. Recreational/Park/Camping

ROADWAY CHARACTER
1. Straight and Level
2. Straight and Grade
3. Straight and Hillcrest
4. Curve and Level
5. Curve and Grade
6. Curve at Hillcrest

ROADWAY SURFACE CONDITION
1. Dry
2. Wet
3. Muddy
4. Snow/Ice
5. Slush
10. Other *

LIGHT
1. Daylight
2. Twilight
3. Dark, Streetlight
4. Dark

WEATHER
1. Clear
2. Cloudy
3. Rain
4. Snow
5. Sleet/Hail Freezing Rain
6. Fog/Smog/Smoke/Ice Fog
10. Other *

SIGNED TEMPERATURE INDICATION (°F)

WHICH VEHICLE OCCUPIED
Enter Vehicle No. 1 - 99 or B, P, O
B. Bicyclist
P. Pedestrian
O. Other *

POSITION IN/ON VEHICLE
1. Driver 2-7 Passengers
8. Riding/Hanging On Outside

SAFETY EQUIPMENT USED
1. No Restraint Used
2. No Restraint Available
3. Lap Belt
4. Harness
5. Lap Belt and Harness
6. Child Restraint
7. Motorcycle Helmet
10. Other *

EJECTION FROM VEHICLE
1. Not Ejected
2. Partially Ejected
3. Ejected

Birth Date

Sex M F

APPARENT CONTRIBUTING FACTORS
1. None

HUMAN
2. Alcohol-Test Given
3. Alcohol-No Test Given
4. Alcohol Suspected Not Proven
5. Backing Unsafely
6. Driver Inattention (Indicate) *
7. Driver Inexperience (Indicate) *
8. Drugs (Illegal)
9. Failure to Yield
10. Fell Asleep
11. Following too Closely
12. Illness
13. Lost Consciousness
14. Passenger Distraction
15. Passing or Lane Usage Improper
16. Pedestrian Error/Confusion
17. Physical Disability
18. Prescription Medication
19. Traffic Control Device Disregarded
20. Turning Improperly
21. Unsafe Speed
22. Other *

VEHICULAR
41. Accelerator Defective
42. Brakes Defective
43. Headlights Defective
44. Other Lighting Defects
45. Overloaded Vehicle
46. Steering Failure
47. Tire(s) Inadequate
48. Tow-Hitch Defective
49. Windshield Inadequate
50. Other *

ENVIRONMENTAL
61. Animal's Action
62. Glare
63. View Obstructed/Limited
64. Other *

ROADWAY
71. Lane Marking Improper/Inadequate
72. Construction Debris
73. Pavement Deteriorated
74. Pavement Slippery
75. Shoulders
76. Signs Missing/Inoperative
77. Traffic Signal Inoperative
80. Other *

Location of Most Severe Physical Complaint
1. Head
2. Face
3. Eye
4. Neck
5. Chest
6. Back
7. Shoulder-Upper Arm
8. Elbow-Lower Arm-Hand
9. Abdomen-Pelvis
10. Hip-Upper Leg
11. Knee-Lower Leg-Foot
12. Entire Body
13. None

Type of Physical Complaint
1. Amputation
2. Concussion
3. Internal
4. Minor Bleeding
5. Severe Bleeding
6. Minor Burn
7. Moderate Burn
8. Severe Burn
9. Fracture-Dislocation
10. Contusion-Bruise
11. Abrasion
12. Complaint of Pain
13. None Visible

Victim's Physical And Emotional Status
1. Apparent Death
2. Unconscious
3. Semi-conscious
4. Incoherent
5. Shock
6. Conscious

Injured Taken To
1. Hospital
2. Clinic
3. Residence
4. Mortuary
5. Other
6. Unknown

Injured Taken By
1. Surface Ambulance
2. Air Ambulance
3. Police (Reg. Veh)
4. Private Vehicle
5. Airplane
6. Helicopter
7. Other
8. Unknown

Telephone

Direction Of Travel
NW N NE W E SW S SE

PRE-ACCIDENT VEHICLE ACTION
1. Going Straight Ahead
2. Making Right Turn
3. Making Left Turn
4. Making U-Turn
5. Starting from Parking
6. Starting in Traffic
7. Slowing or Stopping
8. Stopped in Traffic
9. Entering Parked Position
10. Parked
11. Avoiding Object in Roadway
12. Changing Lanes
13. Overtaking
14. Merging
15. Backing
16. Skidding
17. Out of Control
20. Other *

LOCATION OF FIRST EVENT
1. On Roadway
2. Off Roadway

TYPE OF ACCIDENT

Collision With
1. Pedestrian
2. Pedalcycle
3. Train
4. Animal
5. Moose

MV in Transport
6. Head On
7. Rear End
8. Angle

Other Roads
Head On
Rear End
Angle

Fixed Object
13. Bridge/Overpass
14. Building
15. Culvert
16. Curb/Wall
17. Ditch
18. Divider
19. Parking Meter
20. Traffic Light
21. Light Support
22. Sign Post
23. Utility Post
24. Other Support
25. Embankment
26. Fence
27. Guard Rail
28. Machinery
29. Tree/Shrub
30. Other Object
31. Aircraft

Parked MV
12. Parked

Non-Collision
40. Overturn
41. Fire/Explosion
42. Immersion
43. Gas Inhalation
50. Other *

Vehicle 1
Vehicle 2
Driver 1 Alcohol Test Result
Driver 2 Alcohol Test Result

SECOND EVENT
First 32
Event Vehicle 34
Vehicle 35

SPACE BELOW OFFICE ONLY

ALL

Attachment 3

Average Daily Traffic Count

Glenn Highway

	1981	1982	1983
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

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

4111 AVIATION AVENUE, POUCH 6900
ANCHORAGE 99502 (TELEX 85-186)
PHONE: 266-1462

April 2, 1984

Re: Glenn Highway Traffic
and Accident Data

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

APR 1984

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:

Year	Approximate ADT at Mirror Lake	% Change
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 Gillespie, Legislative Assistant, Office of the Governor
David W. Haugen, Deputy Commissioner, Central Region
R. J. Knapp, Commissioner, DOT&PF
Dan Mallick, 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

4111 AVIATION AVENUE, POUCH 6900
ANCHORAGE 99502 (TELEX 25-[illegible])
PHONE: 266-1462

April 3, 1984

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:

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.

Thank you for the opportunity to provide you this information. Please contact me if I can provide additional information.

Sincerely,

William R. Snell

William R. Snell
Director

RM/bjf

cc: Richard S. Armstrong, Director, D&C, Central Region
Ray Gillispie, Legislati Assistant, Office of the Governor
David W. Haugen, Deputy Commissioner, Central Region
Paula Ramsey, Budget Analyst/Legislative Liaison, Statewide Programs