

S B

202

Alaska State Legislature

SENATOR
JOHN B. "JACK" COGHILL
Chairman

Senator Jan Falks—Vice Chairman
Senator Mitch Abood
Senator Paul Fischer
Senator Joe Josephson



POUCH V
JUNEAU, ALASKA 99811
(907) 465-4921

Senate Committee on Transportation

TO: Senate Transportation Committee Members
FROM: Committee Staff *W*
DATE: 3-29-85
RE: SB 202

SB 202, as you can see from the packet, asks for a special appropriation to the DOT/PF of \$23,555,100 for the construction of a bridge over the Eagle River.

Enclosed in your packet you will find a copy of the bill, a copy of HB 248 from the Thirteenth Legislature dealing with the bridge, a site plan, a resolution from the City of Anchorage supporting the building of the bridge, an article from the Anchorage Times about SB 202 and the municipalities objections to the bill, and finally a portion of a plan commissioned by the City of Anchorage to look into ways to solve the traffic problems in the Eagle River area.

In conversation with Chip Dennerlein, director of intergovernmental affairs for the Municipality of Anchorage, it has come to the attention of the staff that the municipality is working with DOT/PF to make sure that the bridge can qualify for federal highway funds. If this happens the cost to the general fund would be far less than that requested. Mr. Dennerlein has said that a representative of the municipality will be testifying at the meeting.

ALASKA STATE LEGISLATURE

SENATOR
**RICK
HALFORD**
SENATE MINORITY LEADER



SENATE

Permanent Address
PO BOX 66
CHUGIAC ALASKA 99522
Phone 907 488 2476

While in Juneau
POUCH V
JUNEAU ALASKA 99801
Phone 907 465 4956

TO: The House Transportation Committee
FROM: Senator Rick Halford
Senator Tim Kelly
RE: HB 248, construction of a bridge in Eagle River
DATE: May 10, 1983


After careful study of the ongoing problems of traffic congestion in the downtown Eagle River area, I have concluded that there are two projects that can be undertaken at this time to alleviate some of the traffic hazards.

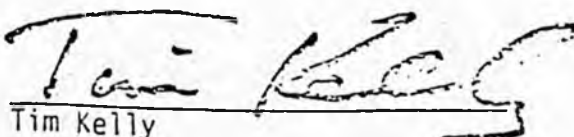
The first and immediate project, for which I have requested funding, is engineering and physical correction of the intersection of Eagle River Road and the Old Glenn Highway.

The second, more long-range project, which I feel should be started as soon as possible, is a bridge over Eagle River to funnel the traffic out of Eagle River Valley over to Hiland Road and out the Hiland Road overpass onto the four lanes to Anchorage.

This bridge seems to be the only feasible solution to the long-range problem of getting the existing traffic out of Eagle River Valley, without going into downtown Eagle River. I feel the sooner we fund and build this bridge, the more money we will save the State. As first designed and considered in 1982, the fiscal note was \$12,995,000 and in 1983 it is \$15,723,950; each year we wait, the price will be higher.

In conclusion, I strongly recommend your support for HB 248.


Rick Halford


Tim Kelly

Support for HB 248

Introduced: 3/11/83
Referred: Transportation
and Finance

<u>Funding Information</u>	
General Fund	\$15,000,000
Other Funds	-0-
	<u>\$15,000,000</u>

1 IN THE HOUSE

BY LISKA

2

HOUSE BILL NO. 248

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6 For an Act entitled: "An Act making a special appropriation to the Depart-
7 ment of Transportation and Public Facilities for
8 construction of a bridge in Eagle River; and provid-
9 ing for an effective date."

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 * Section 1. The sum of \$15,000,000 is appropriated from the general
12 fund to the Department of Transportation and Public Facilities for con-
13 struction of a bridge in Eagle River.

14 * Sec. 2. The appropriation made by this Act is for a capital project
15 and is subject to AS 37.25.020.

16 * Sec. 3. This Act takes effect July 1, 1983.

STATE OF ALASKA
FISCAL NOTE

Revision Date: 11/30/83

I. REQUEST

Bill/Resolution No.: HB 248
 Title: ...construct bridge...Eagle River
 Sponsor: Rep. Liska
 Requestor: House Transportation
 Date of Request: 10/1/83

II. FISCAL DETAIL

Agency Affected: DOT&P
 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 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING			50.0	55.0	60.5	66.5
CAPITAL	305.0	400.0	34,284.0			
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	305.0	400.0	34,334.0	55.0	60.5	66.5
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	305.0	400.0	34,334.0	55.0	60.5	66.5

POSITIONS:

FULL TIME			1	1	1	1
PART TIME						
TEMPORARY						
TOTAL						

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

Not identified by sponsor of bill

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared by: William R. Snell, Director Phone: 266-1462
 Division: Central Region Planning & Programming Date: 11/30/83
 Approved by Commissioner: David W. Haugen Date: 11/30/83
 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
- Copy to Requestor (if different from Sponsor)

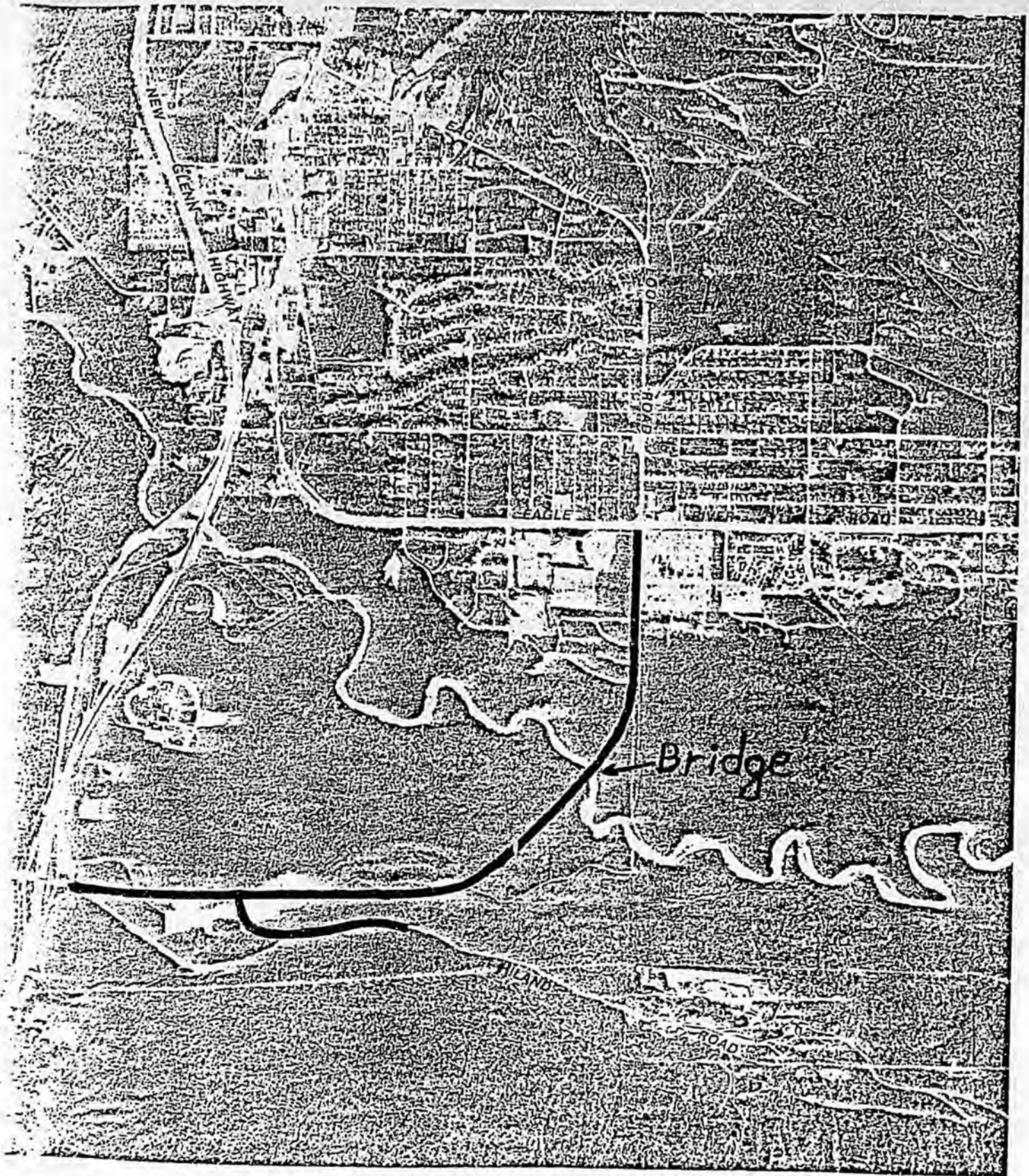
HR 248. Fiscal Note

Offered: 5/20/83
Referred: Finance

Original sponsor: Liska

Funding Information
General Fund \$750,000
Other Funds -0-
\$750,000

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE
2 CS FOR HOUSE BILL NO. 248 (Transportation)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 THIRTEENTH LEGISLATURE - FIRST SESSION
5 A BILL
6 For an Act entitled: "An Act making a special appropriation to the Depart-
7 ment of Transportation and Public Facilities for
8 design, engineering, and construction of a bridge in
9 Eagle River; and providing for an effective date."
10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:
11 * Section 1. The sum of \$750,000 is appropriated from the general fund
12 to the Department of Transportation and Public Facilities for design,
13 engineering, and construction of a bridge in Eagle River.
14 * Sec. 2. The appropriation made by this Act is for a capital project
15 and is subject to AS 37.25.020.
16 * Sec. 3. This Act takes effect July 1, 1983.



Eagle River Bridge

- Alternative 4 -



Approximate Scale 1:2000 Feet



Site Plan.

Request for Eagle River bridge funds stirs debate

By ANDY RYAN
United Press International

JUNEAU — A bill seeking \$23.5 million to build a second bridge across Eagle River, linking Eagle River and Hilland roads, was introduced in the Senate Thursday but an Anchorage official says the money isn't needed this year.

State Sen. Tim Kelly, R-Eagle River, said he introduced the bill because the bridge, which would open up a second interchange into Eagle River from the Glenn Highway, is one of his community's highest priorities.

But Chip Dennerlein, director of intergovernmental affairs for Anchorage Mayor Tony Knowles, said about \$500,000 for engineering work on the bridge already is contained in Gov. Bill Sheffield's proposed 1986 budget.

Money to actually build the bridge won't be needed until the 1987 budget, at the earliest,

Dennerlein said.

"If you put construction money for the bridge in the budget it would just sit in the bank," said Dennerlein, explaining why the bridge construction funds aren't on the city's list of projects for legislative funding this year.

"We're not going to ask for money we're not going to use," Dennerlein said.

Kelly, a member of the Senate Majority coalition and chairman of the Senate Rules Committee, said the bridge is essential to clear up the bottleneck at Eagle River's sole interchange onto the Glenn Highway.

"It's one of the three priorities that we have in our area," Kelly said. "We have Chuglak High School, and the bridge and the expansion of the Glenn Highway.

"It's just absolutely necessary that we find another outlet-inlet onto the Glenn Highway, because the traffic problems out there with

our one little entrance and exit are just insurmountable; and we simply have to find another way to access Eagle River."

At present, all traffic entering the community of Eagle River from the Glenn Highway goes through a single interchange. The new bridge, which would cross Eagle River several miles upstream of the existing bridge, would allow the present Hilland Road interchange to handle traffic bound for Eagle River.

Asked why he introduced the funding request for the bridge as a separate bill rather than incorporate it into the main construction budget, Kelly said it is a matter of legislative tactics.

"A lot of times you simply want to call attention to the fact that you need this, and by introducing a bill it becomes part of the process. If you can put in the budget, fine; if you can't then you might want to push a bill through. It's just another option that we're

leaving ourselves with," the senator said.

The planned bridge, which was included Thursday in the U.S. highway system, and which thus will be eligible for federal as well as state funding, will be either two or four lanes wide, depending on how much money is available.

Dennerlein said other construction funds aimed at alleviating the problem of traffic congestion between Eagle River and Anchorage are contained in the governor's proposed budget. One project planned for this year, he said, is the widening of the Glenn Highway between Hilland Road and Muldoon Road, in Anchorage, from four to six lanes.

The city's main push for construction money for the bridge probably will come next year, Dennerlein said.

"It's a fair bet that the bridge will be very high on the 1987 (city) requests," he said.

Passion man's driving force

Continued from Page B-1

Jefferson Starship came to town and Bob was supposed to pick up Grace Slick at the airport. "But she ducked out one of the bottom doors and took a cab."

"I even put on a suit," he says with mock injury. "I had one of those little roses in my lapel. I was going to chauffeur GRACE SLICK!"

The Joneses say they do it all for the fun of it. They certainly seem to be having a good time. Last year they put 2,000 miles on Passion, driving to Settler's Bay for brunch and to Portage for picnics.

Back when Passion was black — with Cadillac silver crushed velour upholstery — Bob rolled her in a ditch at the curve where Dowling Road meets Lake Otis Drive. His father was a passenger in the car. No one was hurt but the car.

"My father thought it was just funnier than hell." The damage job? Twelve grand.

"If you wanna play, you gotta pay," says Mike (1930 Chevy) Hunsberger, who has been listening to Bob talk

about Passion.

Bob is stopped by a request to explain why he is willing to spend so much time and money on a car. "That's hard," he says. Hunsberger helps out:

"It's like having your own parade. People in front of you slow down. People behind speed up just to take a look."

Sometimes the cost of a passion is more than money. About five years ago, Patty left Bob, divorced him. He says it was because of his obsession with cars. She says there was more to it than that, but car madness was certainly way up there.

"I used to feel left out, neglected," she says.

The divorce only lasted seven months. "Our friends say he really grew up after I left him. He decided his family was important."

So the Joneses remarried and Bob bought Patty a 1948 Willys Jeep convertible and now they work on cars together.



Moose death toll rises to 68

Pearl of a sandwich

Anchorage Daily News/ Erik H.

AMENDED AND APPROVED
DATE 3-12-85

Submitted by: Chair Angvik
Prepared by: Office of Intergovernmental Affairs at the request of the Chair
For Reading: March 12, 1985

MAR 27 1985

ANCHORAGE, ALASKA
AR. NO. 85-62

A RESOLUTION SUPPORTING IMPROVEMENT AND UPGRADE OF THE GLENN AND PARKS HIGHWAYS

WHEREAS, the Municipality of Anchorage and the Mat-Su Borough have both experienced dramatic increases in population during the past few years, and

WHEREAS, a great percentage of this growth has occurred in Eagle River and in the Wasilla area, and

WHEREAS, many of the people travel to and from the Anchorage Bowl for employment on a daily basis, including 40% of the working population of the Mat-Su Borough, and

WHEREAS, this has severely impacted the ability of the existing highway corridor to meet even the existing demand, and

WHEREAS, much of Southcentral Alaska's future growth and development will continue to occur along this primary corridor.

NOW, THEREFORE, be it Resolved that:

The Anchorage Assembly joins with the Mat-Su Borough in supporting an overall planning and improvement program for the entire Glenn and Parks Highway Corridor from Anchorage to Wasilla to include:

1. expansion of the Glenn from Muldoon to Eagle River to six lanes;
 2. construction of a new Hiland Road bridge across Eagle River;
 3. expansion of the Glenn Highway across the Elkutna Flats to Mile 35, including bridges, to four lanes;
 4. expansion of the Parks Highway to Wasilla; and
 5. obtaining of a right-of-way for Wasilla Bypass.
 6. encourage the exploration with the Alaska Railroad of the feasibility and implementation of commuter rail transit between Wasilla, Eagle River and Anchorage.
- This resolution shall take effect immediately upon passage and approval, and copies distributed to the Governor and members of the State Legislature.

PASSED AND APPROVED by the Anchorage Assembly this 12th day of March, 1985.

ATTEST:
Richard E. Smith
Municipal Clerk

Jane Angvik
Chairman

Anchorage Resolution Supporting the Project

Through previous analysis, it has been shown that the bridge over Eagle River would be the best alternative for improving access to the Glenn Highway from Eagle River. The cost of this alternative also compares very favorably with the other alternatives. It is the only one of the various alternatives which would both lessen the congestion at the South Eagle River Interchange and eliminate the need for the Glenn Highway to be widened to a six lane facility north of the Hiland Road Interchange. Although the ADT on the Glenn Highway south of the Hiland Road Interchange is projected to be 55,000 by the year 2001, the ADT north of this interchange is projected to be only 38,000. This latter traffic volume is within the capacity of the existing facility.

Recommendations

Based on the results of this study, both interim and longer range improvements will be required to improve the access to the Glenn Highway from Eagle River. Interim solutions are needed since the traffic congestion currently in existence at the South Eagle River Interchange must be relieved as soon as practicable. However, long-range solutions are also needed since these interim solutions will not be sufficient to accommodate the projected traffic demand for the year 2001.

In order to relieve the existing congestion problems at the South Eagle River Interchange at Artillery Road, the following interim actions are recommended:

1. Construct an additional right-turn-only lane on the northbound off-ramp of the interchange;
2. Add an additional right-turn-only lane to eastbound Artillery Road from the interchange off-ramp to Eagle River Road;
3. Channelize the intersection of Eagle River Road by adding a right-turn-only lane from Eagle River Road to the New Eagle River Urban; and
4. Install a traffic signal at the intersection of Eagle River Road and the New Eagle River Urban.

In order to accommodate the projected growth in traffic demand throughout Eagle River, the following additional actions are recommended for implementation:

1. Program the preliminary engineering phase for the North Eagle River Access Road Interchange for FY 1984-86;

2. Construct the North Eagle River Access Road Interchange in FY 1987;
3. Program preliminary engineering monies for the bridge over Eagle River and the necessary Hiland Road improvements for FY1984-86;
4. Construct the Eagle River Bridge and upgrade Hiland Road in FY 1987; and
5. Prepare a long-range transportation plan for Eagle River and the surrounding area which will identify necessary internal circulation improvements.

The total estimated cost of these various improvements would be \$41,575 million over the 1984-1987 time period. These costs are itemized in Table 3, with the specific projects displayed on Figure 13.

TABLE 3

ESTIMATED COST OF RECOMMENDED IMPROVEMENTS*
(\$000)

P R O J E C T	F I S C A L Y E A R				T O T A L
	1984	1985	1986	1987	
1. Eagle River Bridge- Hiland Road Improvements	300.0 PE	350.0 PE	400.0 PE	23,450.0 R, U, C	24,500.0
2. North Eagle River Inter- change	200.0 PE	200.0 PE	500.0 PE	15,700.0 R, U, C	16,600.0
3. South Eagle River Inter- change Improvements					
A. Added lanes	245.0				245.0
B. Traffic Signal	230.0				230.0
TOTAL	975.0	550.0	900.0	39,150.0	41,575.0

* Inflation is assumed at 7% per year.

er/ml

Environmental/Physical Impacts

The construction of a bridge across Eagle River from the extension of Eagle River Loop Road south to Hiland Road would have a greater impact on the environment than would the other alternatives. Moderate to steep slopes are present, while the site has a rating of moderately low to moderate susceptibility for seismically-induced ground failure. This area is within a coastal management zone, contains wetlands, and is also considered an important wildlife habitat. Extensive engineering and biological studies would be needed prior to constructing a bridge at this location.

The approach road north of the bridge would follow a section line which has been cleared and is currently in use accommodating a power transmission line. However, additional right-of-way would need to be acquired for the bridge structure and the road south of the Eagle River. The surrounding land is presently owned by the State Park System, the Eklutna Corporation, the Municipality, and private individuals.

No structures would need to be taken at this time. However, the roads leading to the bridge would need to be properly buffered to reduce noise and visual impacts to abutting land uses, which currently include a park and developing residential uses. An area on the northeast end of the approach road is currently designated as commercial in the Eagle River Master Plan. The new Gruening Junior High School is located south of the proposed alternative.

Traffic Impacts

At the present time, the existing Hiland Road Interchange is very underutilized. Average traffic volumes are only 1000 per day. However, with the construction of this alternative, this interchange would become a principal access point to the Glenn Highway from Eagle River. Access to and from the Hiland Road area to Eagle River would also be improved. School, shopping, and commercial interests would all be more accessible.

The construction of this bridge would greatly alleviate the existing and forecast traffic volumes at the South Eagle River Interchange, as traffic presently forced to access Eagle River from this location would now have the Hiland Road Interchange as another option. Based on the model projections, the traffic demand for the Hiland Road Interchange would be 17,000 by the year 2001. Of these total trips, 14,000 would cross the new bridge. The majority of this traffic would be diverted from the South Eagle River Interchange. Trips originating in the Eagle River Valley east of Eagle River Loop Road would also have a better access to the Glenn Highway. Figure 12 displays the impact of this alternative on the projected traffic volumes for the area.

Cost

In 1982 dollars, the cost of this facility has been estimated to be approximately \$17.5 million. This cost figure also includes improvements to portions of Hiland Road.

The third alternative consists of reconstructing the existing South Eagle River Interchange as a diamond interchange. Higher speeds on the ramps leading to the New Glenn Highway would increase the capacity of the interchange. This alternative would also require the addition of another west-bound traffic lane from the Eagle River Road intersection to the on/off ramps west of the freeway. Traffic from the west side of the highway would be channeled to merge with the on-ramp and be controlled by a yield sign at this point.

Eagle River Valley Bridge - Hiland Road Improvements

The construction of a new road and bridge south from the extension of Eagle River Loop Road, over Eagle River to Hiland Road, could also potentially ease the congestion currently being experienced in Eagle River. This alternative would provide a direct link from the areas of new growth, located primarily in the Eagle River Valley, to Hiland Road and to the existing Hiland Road Interchange. Portions of Hiland Road would also be upgraded as a part of this alternative. These improvements are displayed on Figure 6.

ALTERNATIVES ANALYSIS

Each of the four principal alternatives under study would improve access to the Glenn Highway from Eagle River. However, there are varying impacts associated with each alternative. A brief description of the environmental, physical, and traffic impacts, and the associated cost, of each alternative appears in the ensuing section of this report. For purposes of this analysis, a "no-build" alternative has been included in order to depict the future situation if no improvements at all are made. Because of the State's ongoing program to upgrade the Glenn Highway to a full access controlled facility, it was assumed that the North Eagle River Interchange would be constructed by the year 2001. All future traffic modeling includes this facility except for the "no-build" alternative.

No-Build

If no efforts are undertaken to improve access to the Glenn Highway, the traffic situation in Eagle River can be expected to steadily worsen. Congestion at the South Eagle River Interchange, and in the immediate vicinity, would be far worse by the year 2001 than at present. Model projections indicate that by that time the ADT at this location would be 32,000.

At the only other access point to Eagle River, the North Eagle River Access Road, the ADT would approach 13,000.

IDENTIFICATION	BILL NAME "An Act making special appropriation to the OOT/PF for construction of the Eagle River HiLand Bridge; PED"	BILL NUMBER SB 202
		DATE INTRODUCED 2-28-85
		RELATED BILLS PENDING
	SPONSOR(S) Tim Kelly	None
	Co-sponsor Rick Halford	REFERRALS Transportation Finance
INITIAL RESEARCH	INITIAL SUMMARY COMPLETED Yes	LEGAL DIVISION SUMMARY
	SPONSOR CONTACTED FOR BACKUP MATERIALS Yes - Used in Packet	DEPT OF LAW SUMMARY
	AGENCY RESPONSE	FISCAL NOTE
		OTHER INTERESTED LEGISLATORS NOTIFIED Senator Kelly
BACKGROUND RESEARCH	SIMILAR BILLS INTRODUCED IN PREVIOUS LEGISLATURES HB 248 CS 248	OTHER STATE OR FEDERAL PRECEDENTS, REGULATIONS, ETC
	RESPONSES FROM INTERESTED PERSONS AND/OR GROUPS Chip Oennerlein (Man. of Anchorage) - Opposes Bill	
HEARING PREPARATION	CHAIRMAN BRIEFED Yes	DATE & PLACE SET Yes 04-1-85
	STAFF MEMO TO COMMITTEE Yes - 3-29-85	TELECONFERENCE No
	BACKGROUND MATERIAL DISTRIBUTED Yes	PSA/PRESS RELEASE No
	LIST OF WITNESSES	SUGGESTED AMENDMENTS/CS DRAFTED