

HCR

I

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

JANUARY 25, 1987

INSIDE YOUR FOLDERS ARE:

-
- ~~* Committee schedule for the week of January 26-30, 1987~~
 - * HCR 1: Relating to the highway between Eklutna and Palmer
 - * Status sheet for HCR 1
 - * Fiscal note for HCR 1
 - * Memorandum from Rep. Curt Menard
 - * Resolution from the Mat-Su Borough
 - * Memorandum from the Mat-Su Borough
 - * Recommendations from the Mat-Su Borough to DOT/PF

01/23/87
BILP300R

STATUS OF HOUSE CONCURRENT RESOLUTIONS

R01-33F-3042

<u>BILL ID</u>	<u>SPONSOR</u>	<u>ABBREVIATED TITLE</u>	<u>CURRENT STATUS</u>	<u>STATUS DATE</u>
HCR 1	MENARD	EKLUTNA-PALMER HIGHWAY	(H) TRA THEN FIN	01/19/87
HCR 2	HAVARRE	INSURANCE AVAILABILITY AND AFFORDABILITY	(H) L&C THEN JUD	01/19/87
HCR 3	MARTIN	UNIFORM RULES/TIME LIMITS	(H) RUL	01/21/87
HCR 4	COLLINS	CHILDREN'S LAW TASK FORCE	(H) HES THEN JUD	01/23/87
HCR 5	RULES BY REQUEST	MANAGEMENT OF STATE SAND & GRAVEL OF BUDGET & AUDIT	THEN FIN (H) RES THEN FIN	01/23/87

**STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE**

REQUEST: _____

Bill Version : HCR 1
Publish Date : _____

Revision Date: _____

Agency Affected : DOT&PF

Title : Hwy between Eklutna and Palmer

BRU : _____

Sponsor : Menard & Larson

Components : _____

Requestor : Cato

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary) The Dept. of Transportation and Public Facilities has requested federal authorization to continue to develop the Glenn Hwy widening project. Future federal authorization will be requested as needed.

Prepared by: Mark S. Hickey *M.S.H.*
Division: Deputy Commissioner, Operations

Phone: 465-3900
Date: 1-26-87

Approved by Commissioner: *Randy Shultz*
Agency: DOT & PF

Date: 1/26/87

- Distribution (by preparer):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)
 - Senate Secretary



Dept. of Transportation & Public Facilities

Position Paper

BILL NO: HCR 1

APPROVED: Rocky Gutierrez
Commissioner

TITLE: Relating to the Highway
between Eklutna and Palmer

DATE: January 26, 1987

The DOT&PF agrees that widening the Glenn Highway from Eklutna to the Parks Highway is a much needed project, and in fact, has included it as a high priority in the Six Year Capital Improvement Program.

Specifically, this project would widen the Glenn Highway to four lanes from Eklutna to the Parks Highway with interchanges at the Parks and Old Glenn Highways. The first phase of the project (widening to four lanes) is estimated to cost \$59,000,000. The total cost with interchanges is estimated to be \$142,000,000.

A community meeting was held in Wasilla on October 29, 1985 to introduce the project and explain the development process of a federal aid project. One of the major hurdles, the Draft Environmental Impact Statement (DEIS), was submitted to the FHWA on December 18, 1986. Following approval of the DEIS by the FHWA, the project will proceed to design. We anticipate that right-of-way acquisition could begin as early as 1989 and construction could be completed by 1991. At this time there is no reason to believe this project cannot be developed in a timely manner.

Wetlands and wildlife habitat impacts are part of the social and environmental issues being addressed in the DEIS. We do not anticipate any problems with the wetlands as the Alaska Legislature exempted the right-of-way for the project from legislation establishing the Palmer Hay Flats Game Refuge (AS 16.20.032), and the U.S. Fish and Wildlife Service and the Corps of Engineers have cooperated with our development efforts. There will of course be some required wetland mitigation. The extent of which will not be known until the DEIS has been accepted by the FHWA.



Official Business

Alaska State Legislature

House

Pouch V
State Capitol
Juneau, Alaska 99811

MEMORANDUM

January 23, 1987

To: Transportation Committee Members
From: Representative Curt Menard
Subject: HCR 1

The following dates summarize the schedule of major project development events:

2/87	Draft Environmental Impact Statement (EIS) Approval
4/87	Public Hearing
11/87	Final EIS Approval
11/87-1/88	Appearance in the Federal Register
1-2/88	Record of Decision by the Federal Highway Administration (FHWA)
5/88	Design Study Report Approval by FHWA

Once the above are complete, the final design, right-of-way acquisition and utility relocation will be initiated. The construction phase is expected to begin in the autumn of 1989.

Rep. Menard.

At the request of Mayor Edna DeVries

MATANUSKA-SUSITNA BOROUGH

RESOLUTION SERIAL NO. 84-107

A RESOLUTION SUPPORTING WIDENING OF GLENN HIGHWAY TO FOUR LANES FROM EKLUTNA TO THE JUNCTION OF THE PARKS HIGHWAY.

WHEREAS, most of the Glenn Highway from Anchorage to the Parks Highway junction has already been constructed to a four lane standard, and

WHEREAS, the near doubling of Borough population since 1980 has caused increasing congestion along the Glenn Highway between Eklutna and the junction of the Parks Highway and the Palmer-Wasilla Highway, and

WHEREAS, population growth, increases in traffic count and development trends are sufficiently clear and well established to justify a four lane highway,

NOW THEREFORE, the Matanuska-Susitna Borough Assembly urges the State of Alaska to commence the design for widening the Glenn Highway to four lanes between Eklutna and the junction of the Parks Highway so that the necessary highway right-of-way acquisition and construction can begin at the earliest possible date, and

BE IT FURTHER RESOLVED, the Matanuska-Susitna Borough urges the State of Alaska to seek an allocation of federal aid monies for a four lane highway based upon need, existing and projected traffic count, and

The Matanuska-Susitna Borough directs that a copy of this resolution be forwarded to the Governor of Alaska, to

Senator Jalmar Kerttula, to Representatives Ronald Larson and Barbara Lacher, to Richard J. Knapp, Commissioner Department of Transportation and Public Facilities, to David Haugen, Deputy Commissioner Central Region, Department of Transportation and Public Facilities and to the Mayor Municipality of Anchorage.

PASSED AND APPROVED by the Borough Assembly of the Matanuska-Susitna Borough this 7th day of August, 1984.

Edna DeVries
Edna DeVries, Borough Mayor

ATTEST:

REVIEWED AND APPROVED:

Chris Seagraves
Chris Seagraves, Clerk
(SEAL)

Gary Thurlow
Gary Thurlow, Borough Manager

Matanuska - Susitna Borough
assembly memorandum

no. TM 84-

from: Department of Public Works

date: 1/6/84

subject: Glenn Highway Four Lane Improvement from Eklutna to the Parks Highway Intersection

A number of estimates have been stated publicly over the past several months regarding the cost of construction for the additional two lanes between the Eklutna Flats and the Parks Highway. The Department of Transportation and Public Facilities has two estimates for the four lane work within the limits described above. One estimate is in the amount of \$58,000,000, which would include design, right of way, utilities, construction and contract administration for four-lane highway construction, bridges, etc. between Eklutna and the Parks Highway with signalized intersection at the Parks-Glenn intersection.

A second estimate includes the four-laning with bridges, utilities, right of way design and construction for the project referenced above, except for the intersection at the Parks-Glenn Highway, which would include the ultimate design of an interchange for free traffic flow instead of the signalized intersection in the estimate above. The cost estimate for this work is \$104,548,000.

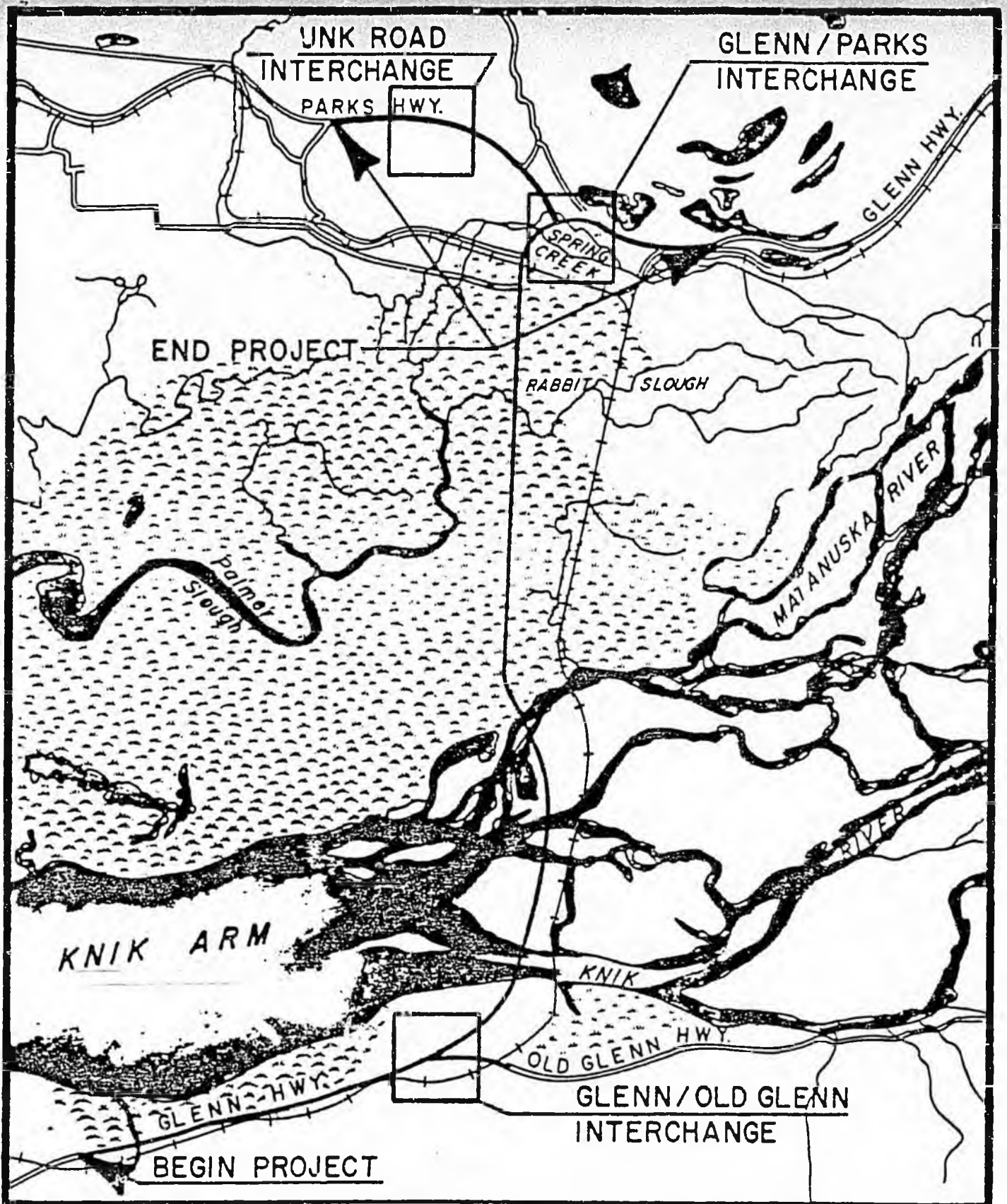
Respectfully submitted,

Rodger Wm Lewerenz
Rodger Wm. Lewerenz, P.E.
Borough Engineer

Reviewed and approved:

Gary Thurlow
Borough Manager

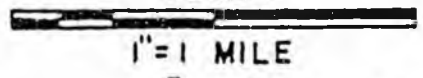
map



LEGEND

 WETLANDS

SCALE



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

GLENN HIGHWAY, EKLUTNA
TO PARKS HIGHWAY

1-0A1-5(1)
LOCATION MAP



Matanuska-Susitna Borough

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

BOROUGH MANAGER

December 2, 1985

A handwritten signature in black ink, appearing to be 'P. J. S.', located in the upper right quadrant of the page.

State of Alaska
Department of Transportation
& Public Facilities
Environmental Section
P. O. Box 196900
Anchorage, Alaska 99519-6900

Gentlemen:

Re: Glenn Highway, Eklutna to Parks

The Matanuska-Susitna Borough supports upgrade of the Glenn Highway - Eklutna to the Parks Highway.

We attended sessions where the various environmental consequences of the project have been discussed. We have also evaluated various statements by various public agencies having an interest in the project. In our opinion the various environmental concerns can be dealt with. Since you are dealing with parallel bridges and a parallel causeway, you are dealing with as few environmental variables as you will ever have occasion to deal with on a major project.

We have some minor recommendations which should not appreciably affect the cost of the project. We urge DOT/PF to consider the attached comments of the Borough Planning Department in the design of the project.

The traffic congestion on this route is severe and the threat to safe and efficient vehicle operation will increase with time. The widening to first four and then eventually six lanes is vital. The 1984 ADT (average daily traffic) was approximately 15,500 vehicles. There were 250 traffic accident on this section of the Glenn Highway between 1982 and 1984.

We believe the project should receive the highest priority possible for a timely upgrade.

PROJECT DESCRIPTION

The Glenn Highway is the primary highway route between Anchorage and the rapidly growing Palmer/Wasilla area. Improvements to the Glenn Highway are considered necessary to provide for the existing and projected traffic demand.

The proposed project begins near the railroad overcrossing at Eklutna where the existing four-lane facility terminates. The proposed project ends at a point on the Parks Highway approximately two miles northwest of the Glenn/Parks intersection, and at a point on the Glenn Highway approximately 1.4 miles northeast of the Glenn/Parks intersection. The total length of the project is approximately 13 miles.

The portion of the Glenn Highway to be improved by this project is presently a two-lane rural highway. The proposed improvement would provide a six-lane divided highway. The existing two-lane highway would be widened to three lanes and would be used for northbound traffic. Three new lanes for southbound traffic would be constructed to the west of the existing road.

Access to the new highway would be fully controlled to allow for the most efficient traffic flow. As a result, certain roads and driveways that currently intercept the Glenn Highway would be closed, or rerouted to frontage roads and other access roads that would feed into proposed interchanges. Three interchanges would be constructed: one at the Old Glenn Highway, one at the Glenn/Parks intersection, and one at the proposed New Trunk Road.

Various methods of providing access to the boat launching area at the Knik River are being investigated.

Bridges

Bridges for the southbound lanes of traffic would be constructed downstream of the existing Knik River and Matanuska River bridges. The existing bridges would be widened to serve the northbound lanes.

The three proposed interchanges: Glenn/Parks Interchange, Old Glenn Highway Interchange, and the Trunk Road Interchange would require bridges for grade separations (i.e. overpasses for railroad crossings, etc.).

Frontage Roads

1. A proposed frontage road may provide access to the property served by the driveway at the old FAA towers near Eklutna; this frontage road would funnel traffic to existing roads in Eklutna Village.
2. Access to Rabbit Slough and private property west of the proposed Glenn/Parks Interchange may be provided by a frontage road system. This frontage road system would be accessible via the Parks Highway.
3. Access to Kepler-Bradley State Park and properties north of the proposed Glenn/Parks Interchange may be provided by a frontage road system. This frontage road system would extend from the Old Trunk Road to the Kepler-Bradley Lakes area.

Right-of-Way

Additional right-of-way would be required for the proposed Glenn/Parks Interchange, the proposed Old Glenn Interchange, the proposed Trunk Road Interchange, and portions of the proposed frontage roads. Some businesses and private property may be impacted by right-of-way acquisition.

Wetlands

Approximately 160 acres of wetlands may be filled by the project as presently proposed. These wetlands provide habitat for salmon, moose, waterfowl, and a variety of small mammals.

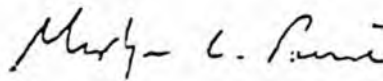
Floodplains

Fill, rip-rap, portions of the highway, and the new river bridges would be placed in the 100 year floodplain of the Knik and Matanuska Rivers.

Your comments on this proposal are needed to ensure that all factors are considered in the preparation of the Environmental Impact Statement and that our final recommendations are in the best overall interest of the public. Transmittal of any information you may have concerning environmental, economic, or social concerns and land use issues would be appreciated, and any comments or suggestions regarding the proposed roadway alignment or other project related concerns are welcomed.

For further information about the project and scoping meetings contact Melanie Caltrider, Environmental Analyst, Central Region ADOT&PF at 266-1507.

Sincerely,



Marilyn L. Paine
Environmental Coordinator
Central Region ADOT&PF

MC/MP/mhb

Attachments: Project Map
Agency Scoping Meeting Agenda

My name is Barbara Hunt and I am a legislative aide to Representative Larson. I wish to testify on behalf of House Concurrent Resolution No. 1--relating to the highway between Eklutna and Palmer.

As a past Planning Commissioner for the Mat-Su Borough and a current member of The Commuter Advisory group, I feel I can speak to the need for widening this inadequate 2-lane highway.

In the past 6 years I have spent approximately 3,120 hours commuting on this road. This equates to my logging in 156,000 miles. Although these numbers may be unscientific ~~As~~, I ^{still} believe they have validity.

~~Although~~ Representative Menard ~~has~~ has many statistics for your perusal. I would just like to say that I share the two lane with 6,930 other commuters during the peak hours of travel. Those numbers coupled with 3 narrow bridges, uncountable moose, and unpredictable ice fog has made this trip appropriately titled "the dance of death". (That was the name given this highway by the local paper more than two years ago.) Things have not become easier since then. If one accident happens on the two lane--during peak hours, you can be assured of atleast a 1/2 hour or hour delay. Emergency vehicles have the same problems as commuters, because in many cases an alternative is not available.

In my discussion with Mayor Jones of the Mat-Su Borough, I understand that this project remains one of the most important projects for the Mat Su Valley. Representative Menard has an assembly resolution to that effect.

I would be glad to answer any questions.

Source: Commuter's Advisory Study,
Will Elder - MAA

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3000

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPF. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

H. TRANS. 1-26-87 1:30 p.m.

Taken to Clerk 1/26/87

HOUSE COMMITTEE REPORT

(5)

Date referred: 1/19/87

FURTHER REFERRALS: Finance

DATE: January 26, 1987

The Transportation Committee has considered HCR 1

Relating to the highway between Eklutna and Palmer.

RECOMMENDS:

- replace with _____ the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING DO PASS:

Mike Mill

Heinrich Sprungel

W.A. [unclear]

Bill [unclear]

Bette [unclear]

SIGNING OTHER RECOMMENDATIONS:

Bette [unclear]

 Chairman's signature

