

SCR

25

SENATE COMMITTEE REPORT

FURTHER

2/1/88

DATE TURNED INTO OFFICE _____

Mr. President:

Finance _____ Committee considered SCR 25 _____

expeditious redesign and reconstruction of the airport road in Bethel and recommended

[] replace with _____ CS _____) [] same title
[] or adopt _____ CS _____) [] new title

[] attached amendment(s) and

[] do pass

[] do not pass

[] no recommendation

[] individual recommendations

[] further referral to _____

[] letter of intent adopted _____

Committee [] attached or [] adopted fiscal note(s)

[] new [] updated or [] previous

[] zero [] fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Chairman signature and recommendation

[] Committee Backup attached

SENATE COMMITTEE REPORT

FURTHER

2/1/88

DATE TURNED INTO OFFICE _____

Mr. President:

Finance _____ Committee considered SCR 25 _____

expeditious redesign and reconstruction of the airport road in Bethel and recommended

[] replace with _____ CS _____) [] same title
[] or adopt _____ CS _____) [] new title

[] attached amendment(s) and

[] do pass

[] do not pass

[] no recommendation

[] individual recommendations

[] further referral to _____

[] letter of intent adopted _____

Committee [] attached or [] adopted fiscal note(s)
[] new [] updated or [] previous
[] zero [] fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Chairman signature and recommendation

[] Committee Backup attached

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of _____ 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER: FINANCE

**FISCAL NOTE(S) ATTACHED **
IN ACCORDANCE WITH AS 24.08.035
(see below)

4/1/87

DATE TURNED INTO OFFICE 1-28-88

Mr. President:

TRANSPORTATION

Committee considered SCR 25

expeditious redesign and reconstruction of the airport road in Bethel.

and recommended:

replace with CS _____ same title
 new title

attached amendment(s) and majority of the committee recommend
 do pass

do not pass

no recommendation

individual recommendations

further referral to _____

letter of intent adopted and attached

** Committee attached or adopted fiscal note(s)
 zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

[Signature]
[Signature]
[Signature]

[Signature] (Do Pass)
Chairman signature and recommendation

Committee Backup Attached

Introduced: 4/1/87
Referred: Transportation
& Finance

5-0980A

1 IN THE SENATE

BY BINKLEY

2 SENATE CONCURRENT RESOLUTION NO. 25

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 Relating to the expeditious redesign and
6 reconstruction of the airport road in
7 Bethel.

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

9 WHEREAS Bethel has only 11 road miles within its road system; and

10 WHEREAS the airport road in Bethel consists of 4.4 road miles; and

11 WHEREAS the airport road in Bethel is a federal-aid secondary highway
12 but has not received federal funds for repair or reconstruction since the
13 road was paved in 1972; and

14 WHEREAS the airport road in Bethel is an essential transportation
15 artery that supports commerce and economic activities of the region; and

16 WHEREAS use of the airport road is expected to increase in the future;
17 and

18 WHEREAS Bethel is located in a region of ice rich and frost suscepti-
19 ble soils that cause excessive and variable deflection of road surfaces
20 resulting in pavement breakage, alligating, and associated fractures of
21 the road; and

22 WHEREAS the principles of arctic road construction were not totally
23 understood when the Bethel road system was constructed; and

24 WHEREAS modern technology and materials now allow construction of
25 quality roads in arctic regions; and

26 WHEREAS the redesign and reconstruction of the airport road will
27 reduce the frequency of accidents on the road and the need for frequent
28 repair of vehicles using the road;

29 BE IT RESOLVED that the Alaska State Legislature respectfully requests
S

SCR025a

-1-

SCR 25

COMMITTEE COPY

1 the Governor to direct the Department of Transportation and Public Facil-
2 ities to assign a high priority to the expeditious redesign and recon-
3 struction of the airport road in Bethel.

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STATE OF ALASKA 1988 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: SCR 25
Publish Date: _____

REQUEST: January 18, 1988

Revision Date: _____
Title: Reconstruction of Bethel Airport Road
Sponsor: Binkley
Requestor: Jones

Agency Affected: DOT&PF
BRU: Design & Construction, Maintenance & Operations
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES	-0-	-0-	17.5	17.5	17.5	17.5
TRAVEL						
CONTRACTUAL	-0-	-0-	25.0	25.0	25.0	25.0
SUPPLIES	-0-	-0-	7.5	7.5	7.5	7.5
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	50.0	50.0	50.0	50.0
CAPITAL	510.0	4,490.0	-0-	-0-	-0-	-0-
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	-0-	50.0	50.0	50.0	50.0
FEDERAL FUNDS	510.0	4,490.0	-0-	-0-	-0-	-0-
OTHER						
TOTAL	510.0	4,490.0	50.0	50.0	50.0	50.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: See attached analysis

Prepared by: William R. Snell (signed) Phone: 266-1440
Division: Regional Director, Central Region Date: 1/21/88
Approved by Commissioner: [Signature] Date: 1/27/88
Agency: Department of Transportation and Public Facilities

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

Fiscal Note update

Fiscal Note
SCR 25

1. Background

The 4.3 mile long Bethel Airport Road has been on the Federal aid system since 1969 when the original construction took place. That project replaced a 4-wheel drive road and provided for the alignment and a gravel surface.

In 1970-1971 the road was paved. In 1972 the bridge at Brown's Slough was replaced. The last project in 1981-1982 was funded in Chapter 118 SLA 1980 for \$2.5 million. This project consisted of replacing culverts in thaw settlement areas, insulating underneath to protect the permafrost, and an asphalt overlay of the road to a 24' surface width.

In 1986 the City completed a \$287,000 shoulder widening project with the funding coming from a Transfer of Responsibility Agreement (TORA) with the Department.

2. Current Status

There are many pavement cracks and sections of the road are very uneven due to thawing and consolidation of the underlying silt permafrost. These problems are beyond Maintenance and Operation's ability to correct.

DOT&PF received \$500,000 federal authority in Chapter 3 SLA 1987 for preliminary engineering and design. The federal aid project is currently under design and construction is scheduled to begin in 1989. DOT&PF has requested \$5.0 million in the FY'89 CIP for construction.

Central Region DOT&PF is also requesting \$500,000 in FY'89 CIP for a major maintenance effort on the most deteriorated sections of the road.

3. Reconstruction costs

The DOT&PF's earlier cost estimate to reconstruct this road was \$7,000,000 which would provide two 12 foot wide paved driving lanes as well as 8 foot wide shoulders. It was estimated \$500,000 would be needed to design this project.

A close review of this project indicates that a lower cost federally funded project might be possible. This would be through the federal 3R (resurfacing, restoration, and rehabilitation) program. However, the department would have to receive a Federal Highway Administration (FHWA) waiver to reduce the roadway shoulders and pave the surface to two 12 foot driving lanes with 2 foot wide paved shoulders. A waiver might be justified by the presence of permafrost because the permafrost may thaw faster and in a larger area if shoulders were added.

Assuming the department developed a 3R project, the following would be provided:

- new pavement, 28 feet wide
- erosion control along the most critical slopes
- leveling with gravel as needed
- minor replacement of culverts

The total cost with a 3R project is estimated at \$5.0 million. The PE money obtained in CH 3 SLA 1987 will allow the department to better define the geotechnical problems and propose a long term solution. With this information, we can then discuss with the FHWA the scope of the project and whether or not a 3R project is appropriate. It may be that a 3R project should be done on a periodic basic until the roadway stabilizes. Use of existing materials will be looked at during P.E. Depending on the condition, it may or may not be economical.

4. Maintenance Costs

The annual maintenance cost for this 4.3 mile section of road is approximately \$50,000. This is computed by multiplying the 8.6 lane miles by the estimated maintenance cost of \$5,800 per lane mile for this road.

ALASKA STATE LEGISLATURE

15th Legislature 1st Session

SENATE CONC. RESOL. NO. 25

By BINKLEY

Relating to the expeditious re-design and reconstruction of the airport road in Bethel.

Introduced in the Senate 4/1, 19 87

HISTORY IN THE SENATE

19 87

Read first time and referred to Committee on

4 1

Transportation & Finance

19 88

Reported back with recommendation that

~~21~~ 21

Supp 4 do pass, 1 FIN to Fin

Read second time and

Read third time and

PASSED Effective Date
Yeas Yeas
Nays Nays
Excused Excused
Absent Absent

Reconsideration
Reconsideration not taken up

PASSED Effective Date
Yeas Yeas
Nays Nays
Excused Excused
Absent Absent

Reported correctly engrossed
Signed by President
Sent to House

SECRETARY OF THE SENATE

HISTORY IN THE HOUSE

19

Read first time and referred to Committee on

Reported back with recommendation that

Read second time and

Read third time and

PASSED Effective Date
Yeas Yeas
Nays Nays
Excused Excused
Absent Absent

Reconsideration
Reconsideration not taken up

PASSED Effective Date
Yeas Yeas
Nays Nays
Excused Excused
Absent Absent

Reported correctly engrossed
Signed by Speaker
Returned to Senate

CHIEF CLERK OF THE HOUSE

HISTORY IN THE SENATE

19

Received from House

To enrolling

Reported correctly enrolled

Sent to Governor

..... by Governor

Chapter No.

Filed with Lt. Governor

FN

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

REQUEST: 4-2-87

Bill Version: SCR 25
Publish Date: _____

Revision Date: _____
Title: Reconstruction of Bethel
Airport Road
Sponsor: Binkley
Requestor: Jones

Agency Affected: DOT&PF
BRU: Design & Construction
Maintenance and Operations
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES	-0-	-0-	-0-	17.5	17.5	17.5
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GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	510.0	4,490.0	50.0	50.0	50.0

CAPITAL	-0-	510.0	4,490.0	-0-	-0-	-0-
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REVENUE						
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FUNDING: (Thousands of Dollars)

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OTHER						
TOTAL	-0-	510.0	4,490.0	50.0	50.0	50.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

See attached analysis.

Prepared by: William R. Snell (Signed)
Division: Regional Director, Central Region

Phone: 266-1440
Date: _____

Approved by Commissioner: M. G. H.
Agency: DOT&PF

Date: 4/11/87

Distribution (by preparer):

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

RECEIVED

APR 16 1987

page 1 of 3

LEGISLATIVE FINANCE

50225

Fiscal Note
SCR 25

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