

SR

23

SENATE COMMITTEE REPORT

FURTHER

DATE TURNED INTO OFFICE 2/18/88

1/18/88  
Mr. President:

Finance Committee considered SR 23

Requesting that the highway speed limit be raised to 65 miles per hour

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

*[Handwritten signatures]*  
Rick Helf (DO PASS)  
*[Handwritten signature]*  
*[Handwritten signature]*  
*[Handwritten signature]*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*[Handwritten signature]*  
Chairman signature and recommendation

Committee Backup attached

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: SR 23  
PUBLISH DATE: \_\_\_\_\_

FISCAL NOTE

REQUEST:

Revision Date: February 18, 1988  
Title: Request highway speed limit  
be raised to 65 mph  
Sponsor: Coghill & Jones  
Requestor: Senate Finance Committee

Agency Affected: DOT/PF  
BRU: M&O/D&C - Central & Northern  
Regions  
Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL						
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REVENUE						
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FUNDING: (Thousands of Dollars)

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

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Prepared by: *Rick Halford*  
Division: Senator Rick Halford, Co-chairman  
Senate Finance Committee

Phone: 465-4958  
Date: February 18, 1988

Approved by Commissioner: \_\_\_\_\_  
Agency: \_\_\_\_\_

Date: \_\_\_\_\_

Distribution (by preparer):

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

1 IN THE SENATE

BY COGHILL AND JONES

2

SENATE RESOLUTION NO. 23

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - FIRST SESSION

5

Requesting that the highway speed limit

6

be raised to 65 miles per hour.

7 BE IT RESOLVED BY THE SENATE:

8 WHEREAS the Congress has determined that federal highway funds will  
9 not be withheld from states that raise the maximum speed limit on state  
10 highways from 55 to 65 miles per hour; and

11 WHEREAS the existing 55 miles per hour state speed limit is not being  
12 obeyed by a majority of highway drivers; and

13 WHEREAS increasing the speed limit will result in faster local and  
14 long distance trucking service; and

15 WHEREAS the reduced cost of gasoline and diesel fuel makes it more  
16 economical to allow a higher maximum speed on state highways;

17 BE IT RESOLVED by the Senate that the Governor is respectfully  
18 requested to direct the Department of Transportation and Public Facilities  
19 to immediately raise the maximum speed limit from 55 to 65 miles per hour  
20 on those portions of state highways that may be safely traveled at the  
21 increased speed.

FISCAL NOTE

REQUEST: 1/19/88

Revision Date: 1.19/88  
Title: Raise Highway Speed Limit  
to 65 MPH  
Sponsor: Coghill & Jones  
Requestor: RULES

Agency Affected: DOT&PF  
BRU 160/D&C - Central and  
Northern Region  
Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES	0	100.0	0	0	0	0
TRAVEL	0	35.0	0	0	0	0
CONTRACTUAL	0	65.0	0	0	0	0
SUPPLIES	0	50.0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	-	250.0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUND	0	250.0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	250.0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	15	0	0	0	0

ANALYSIS : (Attach a separate page if necessary)

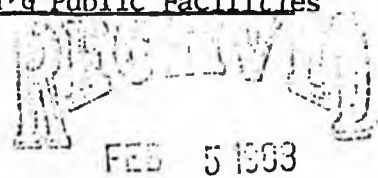
See Attached

*by SFC 2/18/88*

Prepared by: Bruce Freitag Phone: 465-2957  
Division: Engineering & Operations Standards Date: 1/19/88

Approved by Commissioner: [Signature] Date: 1/19/88  
Agency: Department of Transportation & Public Facilities

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



*Updated*

*FN*

	<u>REGIONS</u>	
	<u>CENTRAL</u>	<u>NORTHERN</u>
INTERSTATE MILES (1091)	378	713
Engineering Study (D&C)	\$ 16.0	\$ 25.0
Check Design Speeds		
Radar Studies		
Ball-Bank Curves		
No-Pass Zone		
Install 65 MPH Speed Signs (M&O)	\$ 39.0	\$ 58.0
Install New Curve Warning Signs (M&O)	\$ 8.0	\$ 15.0
Relocate Existing Curve Signs (M&O)	\$ 4.0	\$ 7.0
Stripe No-Pass Zones (M&O)	<u>\$ 33.0</u>	<u>\$ 45.0</u>
TOTALS	\$100.0	\$150.0



## Dept. of Transportation & Public Facilities

# POSITION PAPER

**BILL NO:** Senate Resolution 23  
**TITLE:** Requesting That The Speed Limit Be Raised To 65 MPH

*RGP For*  
**APPROVED:** Mark S. Hickey  
Commissioner  
**DATE:** January 20, 1988

The Department supports an increased highway speed limit up to 65 MPH on roads that can be safely traveled at the higher speed. The 1987 Surface Transportation Act allows the speed limit to be raised on rural interstate highways. The Department has requested that Alaska's designated routes be eligible after appropriate engineering safety studies, but the final ruling is still pending.

From an engineering standpoint many of our highways were not designed to a 65 MPH standard. Thus, it is not conceivable to immediately post all rural "Interstate" highways to 65 MPH if eligible. The Department will have to initiate a process of identifying those roadway segments that may reasonably support a higher speed limit without unreasonable risk to the traveling public, and must make appropriate changes to signing, marking, and perhaps guardrail placement.

A recent development will greatly assist us in accomplishing our objective to raise the speed limits on main routes where safe and justified. The recently-enacted federal omnibus appropriations bill established a demonstration program allowing experimental raising of speeds up to 65 MPH on certain non-interstate rural highways, with Alaska's designated interstates specifically included. The program was available to the first 20 states to apply, and the Department established Alaska's inclusion in the program by reposting a suitable section of the Parks Highway south of Nenana to 60 MPH. Other sections may be reposted after appropriate safety analysis. The eight mile test section was chosen because it did not require changes except to the speed limit signs, and it was constructed to design standards appropriate for the higher speeds.

Other candidate sections may need revision of no-passing zones and relocation of warning signs to accommodate higher speeds. In addition, follow-up monitoring and analysis will be required.

5/13/87 S(Rules) Lack of SFC referral noted.

B

STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

REQUEST: 4/22/87

Bill Version: SR 23  
Publish Date:

Revision Date:  
Title: Raise Highway Speed Limit  
to 65 MPH  
Sponsor: Coghill & Jones  
Requestor: Jones

Agency Affected: DOT&PF  
BRU: M&O/D&C - Central and  
Northern Regions  
Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES		100.0				
TRAVEL		35.0				
CONTRACTUAL		65.0				
SUPPLIES		50.0				
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		250.0				

CAPITAL		-0-				
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REVENUE		-0-				
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FUNDING: (Thousands of Dollars)

GENERAL FUND		250.0				
FEDERAL FUNDS		-0-				
OTHER		-0-				
TOTAL		250.0				

POSITIONS:

FULL-TIME		-0-				
PART-TIME		-0-				
TEMPORARY		15				

ANALYSIS : (Attach a separate page if necessary)

See Attached

Prepared by: Bruce Freitag  
Division: Engineering and Operations Standards

Phone: 465-2957

Date: 5/5/87

Approved by Commissioner: *Mark D. Hayes*  
Agency: DOT&PF

Date: 5/5/87

Distribution (by preparer):

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

RECEIVED  
MAY 14 1987

page 1 of 2

LEGISLATIVE FINANCE

Requested updated FN 1/18/88 from Bruce @ DOT/PE

1/19/88 Gordon Hayes called. Working on FN. To arrive shortly

5223

	<u>REGIONS</u>	
	<u>CENTRAL</u>	<u>NORTHERN</u>
INTERSTATE MILES (1091)	378	713
Engineering Study (D&C)	\$ 16.0	\$ 25.0
Check Design Speeds		
Radar Studies		
Ball-Bank Curves		
No-Pass Zone		
Install 65 MPH Speed Signs (M&O)	\$ 39.0	\$ 58.0
Install New Curve Warning Signs (M&O)	\$ 8.0	\$ 15.0
Relocate Existing Curve Signs (M&O)	\$ 4.0	\$ 7.0
Stripe No-Pass Zones (M&O)	<u>\$ 33.0</u>	<u>\$ 45.0</u>
TOTALS	\$100.0	\$150.0



**Dept. of Transportation & Public Facilities**

# POSITION PAPER

**BILL NO:** Senate Resolution 23

**TITLE:** Requesting That the Speed Limit  
be Raised to 65 MPH

**APPROVED:** Mark S. Hickey  
Commissioner

**DATE:** May 5, 1987

The department supports an increased highway speed up to 65 mph on roads that can be safely traveled at the higher speed. The new Federal Highway Bill allows the speed limit to be raised on rural interstate highways. The department has through the Federal Highway Administration looked into the application for Alaska's designated routes. We presently are waiting for a response.

From an engineering standpoint, however, many of our highways were not designed to a 65 mph hour standard. Thus, it is not conceivable to immediately post all rural highways to 65 mph. The department will have to initiate a process of identifying those roadway segments that may reasonably support a higher speed limit without unreasonable risk to the traveling public. The state bears the liability of providing a safe traveling environment.

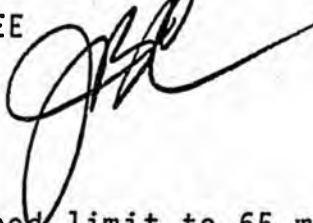
It will be mandatory that all segments of highway to be posted to a higher speed limit be restripped and signed. Zones that are safe for passing at 55 mph are not all safe for higher speeds. Signs that can be read while driving 55 may require relocation and sizing. Additional warning and advisory signs will have to be installed to inform the driver of features deficient at higher speeds.

Senator John B. (Jack) Coghill  
Alaska State Legislature

Box V  
Juneau, Alaska 99811  
(907) 465-4797

Box 55028  
North Pole, Alaska 99705  
(907) 488-0802



TO: SENATE FINANCE COMMITTEE  
FROM: SENATOR JACK COGHILL   
DATE: FEBRUARY 17, 1988  
RE: SR 23, "Raising the speed limit to 65 mph"

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The 1987 Federal Surface Transportation Act allows the speed limit to be increased on suitable rural interstate highways.

On Dec. 31, 1987, the Alaska Department of Transportation posted a suitable 8 mile section of the Parks Highway, near Nenana, to 60 miles per hour. This highway section meets all the requirements of a 65 to 70 mile per hour speed limit.

The Alaska Department of Transportation supports an increased highway speed limit, up to 65 miles per hour, on roads that can be safely traveled at the higher speed.

I believe that SR 23 is necessary to send a clear message to the Governor and DOT that they do everything possible to increase speed limits up to 65 mph on those applicable state highways.

Your support for SR 23 will benefit travel and transportation in Alaska.

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of April 30, 1987 5-DAY NOTICE  
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER:

*Fuller*

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

4/22/87

DATE TURNED INTO OFFICE May 5, 1987

Mr. President:

TRANSPORTATION

Committee considered SR 23

Requesting that the highway speed limit be raised to 65 miles per hour..

and recommended:

- replace with CS \_\_\_\_\_  same title
- attached amendment(s) and  new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- further referral to Finance
- letter of intent adopted and attached

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

MEMBERS SIGNING DO PASS

*[Handwritten signatures]*

OTHER RECOMMENDATIONS

*Tim Kelly - Do Not Pass*  
*until ~~study~~ SOME FACTS ARE KNOWN.*  
*Study - no Rec*

*[Handwritten signature]*  
Chairman signature and recommendation

Committee Backup Attached