

SCR

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December 2, 1983

Mr. Peter McDowell, Director
Office of Budget and Management
Pouch A
Juneau, Alaska 99811

Dear Mr. McDowell:

The Glen Alps Board of Supervisors has been working with Senator Jan Faiks on a project aimed at upgrading Upper DeArmoun Road, located on the upper Hillside within the Glen Alps Service area - a district that covers over ten miles of roads. Major upgrading of Upper DeArmoun from Hillside Drive to View Heights Drive, a one-mile stretch, has been established as the Glen Alps Board of Supervisor's number one capital improvement priority for 1984. Senator Faiks requested that we write you regarding this project.

This one-mile section has a very poor roadbed in addition to an inadequate drainage system. During the winter season, severe glaciation frequently develops along this route, causing considerable problems not only for residential traffic, but emergency vehicle and school bus traffic as well.

A rapid increase in residential traffic has developed in the area due to new home construction. Upper DeArmoun also handles a great deal of traffic heading directly to Chugach State Park. This route provides direct access to the Rabbit Creek Valley area of the park in which Rabbit Lake is situated.

At certain times of the year, park traffic exceeds residential traffic in this area. As a result, the road deteriorates faster and residents must bear the burden of additional road maintenance.

The most effective use of capital improvement funds would be for upgrading the roadbed as opposed to piece-meal capital improvement of a sub-standard road base. The existing roadbed is of extremely poor quality and the situation will only grow worse with increasing use of this route by park visitors and additional residential traffic in years to come.

According to municipal officials, approximately \$875,000 would be necessary for the complete re-building of Upper DeArmoun and the elimination of severe glaciation problems. This figure does not include paving.

Although many residents prefer pavement, many would be satisfied with an upgrade to a high standard gravel surface.

We believe upgrading of this road is long overdue. Other Hillside roads providing access to the park have been paved. Several years ago Upper O'Malley was paved, two years ago Upper Ruffman was upgraded and paved. The time has now come for upgrading of this route.

The Glen Alps Board of Supervisors urges the Municipality and State to act in such a manner that would expedite upgrading of Upper DeArmoun.

The Board of Supervisors decided Upgrading of Upper DeArmoun is more important at this time than upgrading of other roads in the area due to the reasons explained above. Perhaps the most extensive long-term project in the service area will be the complete or partial relocation of the road to Upper Glen Alps, Toilsome Hill Drive. Park traffic on this road is extremely heavy and sections of this route are very steep and narrow.

Although no major work is expected on any relocation project for several years, our Board believes that various route alternatives should be addressed soon. We understand that Chugach State Park has been working on route alternatives, but the overall picture is clouded by right-of-way problems.

The relocation of this road could be one of the most extensive road projects undertaken on the Hillside since the upgrading of Rabbit Creek Road.

In the meantime, Upper DeArmoun is our most pressing needs. The first one-mile section targeted for upgrading has the highest residential traffic of any road in the service area. Traffic will continue to increase as new houses are built and an increasing amount of Anchorage residents use the park for summer and winter recreational purposes.

The Glen Alps Board of Supervisors held a meeting in mid-October at the O'Malley Elementary School for residents of the service area to discuss road improvements in the area. Those in attendance were unanimously in favor of upgrading Upper DeArmoun. All but one person present favored paving. However, everyone said they would be satisfied with a major upgrading to a high standard gravel surface.

In addition, residents of the Glen Alps service area spoke out in favor of the upgrading of Upper DeArmoun at the Municipality of Anchorage Capital Improvement Projects meeting for the Hillside at Service High School October 25. Written testimony was also submitted at this meeting.

Outside of the \$875,000 needed for improving Upper DeArmoun, additional funds are required for annual maintenance of other roads within the district. We have specific needs for improvements, too, such as additional fill, culverts and

and drainage work to Canyon Road and Toilsome Hill Drive. Such improvements include widening of certain steep and dangerous sections of these two roads and the installation of guard rails.

Please find enclosed a resolution adopted by the Board concerning our top priority and other information relating to upgrading of Upper DeArmon.

Sincerely,

Glen Alps Board of Supervisors

Judy Burtner, Chairman (345-1598)
SRA Box 2393 M
Anchorage, Ak. 99516

Brooks Wade (345-2282)
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Anchorage, Ak. 99516

Niel Thomas (345-1552)
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Anchorage, Ak. 99516

cc: Glen Alps board members, Senator Jan Faiks, Emil Notti, Lon Mesloh, Representatives John Cowdery and Sam Pestinger

Enclosures

Please Note: After January, send all correspondence to Brooks Wade or Carl Portman.

UPPER DEARMOUN UPGRADE ESTIMATES

Item #1	Cleaning/grubbing	\$ 3,000.00
Item #2	excavation of unusable materials	137,500.00
Item #3	Marify	26,000.00
Item #4	Classified fill	417,600.00
Item #5	18" CMP	16,000.00
Item #6	Leveling Course	71,200.00
	Subtotal	\$671,300.00
	Engineering & Consulting costs	\$203,700.00
	TOTAL ESTIMATE	\$875,000.00

Estimates were prepared by Lon Masloh of the Municipality of Anchorage.

Hillside Drive

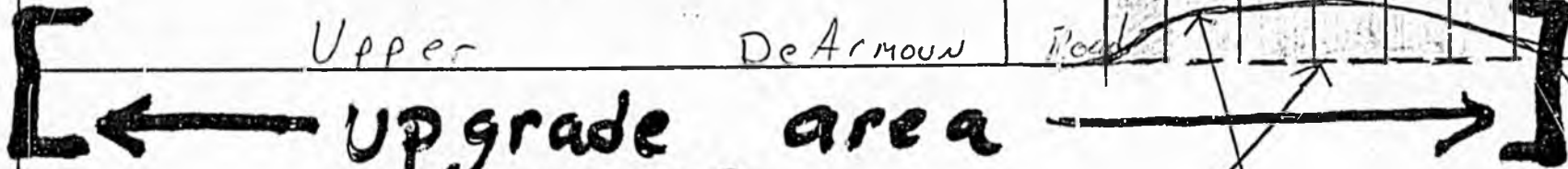
Jeanie Rd

Upper DeArmon Road

LOTS divided by existing Road

View Heights

Cannon Rd



Upgrade area
1-mile

Proper Road Easement - where new Road should go.

RESOLUTION
OF THE
GLEN ALPS BOARD OF SUPERVISORS

WHEREAS, Upper DeArmour Road is located within the Glen Alps Service Area, a district that covers over ten miles of roads on the upper Hillside.

WHEREAS, the first one-mile section of this road has a very poor roadbed in addition to an inadequate drainage system. During the winter season, severe glaciation frequently develops along this route, causing considerable problems not only for residential traffic, but emergency vehicle and school bus traffic as well.

WHEREAS, A rapid increase in residential traffic has developed in the area due to new home construction. Upper DeArmour also handles a great deal of traffic heading directly to Chugach State Park. This route provides direct access to the Rabbit Creek Valley area of the park in which Rabbit Lake is situated.

WHEREAS, at certain times of the year, park traffic exceeds residential traffic in this area. As a result, the road deteriorates faster and residents must bear the burden of additional road maintenance.

WHEREAS, the most effective use of capital improvement funds would be for upgrading the roadbed as opposed to piece-meal capital improvement of a sub-standard road base. The existing roadbed is of extremely poor quality and the situation will only grow worse with increasing use of this route by park visitors and additional residential traffic in years to come.

WHEREAS, upgrading of this road is long overdue.

Other Hillside roads providing access to the park have been either paved or substantially upgraded. Several years ago Upper O'Malley was paved, two years ago Upper Huffman was upgraded and paved. The time has now come for upgrading of this route.

NOW THEREFORE BE IT RESOLVED, that major upgrading of Upper DeArmoun Road from Hillside Drive to View Heights Drive, a one-mile stretch, has been established as the Glen Alps Board of Supervisor's number one capital improvement priority for 1984. Such upgrading need not include paving.

BE IT FURTHER RESOLVED THAT the Municipality of Anchorage and the State of Alaska establish this route on the priority list for Hillside road improvements.

AND BE IT FURTHER RESOLVED THAT the Glen Alps Board of Supervisors urge the Municipality and State to act in such a manner that would expedite upgrading of Upper DeArmoun.

Dated: December 21, 1983

By Glen Alps Board of Supervisors

Judy Burtner

Judy Burtner,
Chairman

Glen Alps Service Area

Overview

The Glen Alps Service Area covers over ten miles of roads on the upper Hillside. The service area is divided into three main districts, Upper Glen Alps, Central and Canyon.

Upper Glen Alps is the Hillside's highest housing subdivision area at an elevation of approximately 2,400 feet. The area is situated at the base of Flattop Mountain and is above timberline. Access is provided by Toilsome Hill Road which branches off Upper Huffman. This steep gravel road extends 2.7 miles beyond the pavement of Upper Huffman to Chugach State Park and the housing area one-quarter mile beyond the park entrance. Winter is usually two months longer in this area and high winds cause special winter maintenance problems. Average snowfall is double that of Anchorage.

The Central district covers Jeannie, Michael and Ginami Roads as well as Spendlove Drive and View Heights Drive. These streets, with the exception of View Heights, are situated between Upper Huffman and Upper DeArmoun. Jeannie Road is the major route connecting Upper Huffman and Upper DeArmoun at a point three-quarters of a mile above Hillside Drive. Upper DeArmoun, east of Jeannie, is within the Central district. The three-quarter mile section of Upper DeArmoun west of Jeannie is likely to be annex into the Central district next month.

The Canyon district covers Canyon Road, an extension of Upper DeArmoun. This road leads deep into Rabbit Creek Valley and much of this route rises above timberline. High winds and heavy snow also cause special problems in the Canyon area.

The Glen Alps Service Area handles a great deal of park traffic. Two Chugach State Park access routes are in this area. Both Toilsome Hill Drive and Upper DeArmoun-Canyon Road provide direct access to the park. However, park officials do not recognize Upper DeArmoun-Canyon Road as a designated entrance, despite the ever-increasing use of this road for access into the Rabbit Creek Valley area of the park.

Frequently, park traffic far exceeds residential traffic in these areas. As a result, the roads deteriorate faster and residents must bear the burden of additional road maintenance.

Maintenance

Our general maintenance includes a contractor's budget and an intergovernmental budget. The contractor is Edmund Schuster of Upper Glen Alps. His contract has been extended to October 1, 1984. Originally the contractor was responsible for only snow removal, but now his duties have been expanded to include sanding, grading and thawing.

This summer some long-needed repairs were accomplished on some of our roads through a \$50,000 state grant. Improvements basically consisted of replacing several culverts, other drainage improvements, additional gravel fill in low spots and improvement of Toilsome Hill Road near a dangerous switchback.

FUTURE IMPROVEMENTS

Major upgrading of Upper DeArmoun from Hillside Drive to View Heights Drive is our top priority for next year. This one-mile section of road has a very poor roadbed in addition to an inadequate drainage system. During the winter season, severe glaciation frequently develops along this route. Any major upgrading would first begin with the replacement of the original roadbed and the construction of drainage ditches.

^{to} \$75,000 According to Municipal officials and the contractor, a ~~\$500,000~~ appropriation would be necessary for the complete re-building of Upper DeArmoun and the elimination of severe glaciation problems. The board believes a major improvement of Upper DeArmoun is long overdue as traffic along this route is rapidly increasing due to new housing in the area and the increase use of this road for access to Chugach State Park.

Perhaps the most extensive long-term project in the service area will be the complete or partial relocation of the road to Upper Glen Alps. As mentioned earlier in this report, the only access to the Upper Glen Alps entrance of Chugach State Park is Toilsome Hill Road. Park traffic on this road is extremely heavy and the parking lot at the Chugach entrance often overfills with over two hundred cars. The road is extremely narrow and steep and accidents are frequent during the winter months.

Although no major work is expected on any relocation project for several years, our Board believes that various

route alternatives should be addressed soon. The relocation of this road could be one of the most extensive road projects undertaken on the Hillside since the upgrading of Rabbit creek Road.

Our Board has found the Municipal Street Maintenance Division helpful and responsive to our special road needs. We appreciate their assistance and willingness to work with us on various problems.

Glen Alps Board of Supervisors

Upper DeArmoun Upgrading
-Glen Alps Service Area-

Testimony Presented to
Municipality of Anchorage
Capital Improvement Projects Meeting
Service High School

October 25, 1983

The Glen Alps Board of Supervisors request that Upper DeArmoun Road be included on the Municipality of Anchorage priority list for Hillside road improvements.

Upper DeArmoun is located within the Glen Alps Service Area, a district that covers over ten miles of roads on the upper Hillside. Major upgrading of Upper DeArmoun from Hillside Drive to View Heights Drive, a one-mile stretch, has been established as the Glen Alps Board of Supervisor's number one capital improvement priority for 1984.

This one-mile section has a very poor roadbed in addition to an inadequate drainage system. During the winter season, severe glaciation frequently develops along this route, causing considerable problems not only for residential traffic, but emergency vehicle and school bus traffic as well.

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At certain times of the year, park traffic exceeds residential traffic in this area. As a result, the road deteriorates faster and residents must bear the burden of additional road maintenance.

The most effective use of capital improvement funds would be for upgrading the roadbed as opposed to piece-meal capital improvement of a sub-standard road base. The existing roadbed is of extremely poor quality and the situation will only grow worse with increasing use of this route by park visitors and additional residential traffic in years to come.

According to Department of Transportation officials, approximately \$850,000 would be necessary for the complete re-building of Upper DeArmoun and the elimination of severe glaciation problems. This figure does not include paving. Although many residents prefer pavement, many would be satisfied with an upgrade to a high standard gravel surface.

We believe upgrading of this road is long overdue. Other Hillside roads providing access to the park have been paved. Several years ago Upper O'Malley was paved, two years ago Upper Huffman was upgraded and paved. The time has now come for upgrading of this route.

The Glen Alps Board of Supervisors urge the Municipality to act in such a manner that would expedite upgrading of Upper DeArmoun.

Thank you.

Upper DeArmoun Upgrading Estimate

Item #1	Cleaning/grubbing	\$ 3,000.00
Item #2	excavation of unusable materials	137,500.00
Item #3	Marify	26,000.00
Item #4	Classified Fill	417,600.00
Item #5	18" CMP	16,000.00
Item #6	Leveling Course	71,200.00
	Subtotal	<u>\$671,300.00</u>
	Engineering & Consulting costs	\$203,700.00
	TOTAL ESTIMATE	\$875,000.00

Estimates were prepared by Len Meslow of the Municipality of Anchorage.

Glen Alps contacts: Judy Burtner, 345-1598, Robert Kean, 349-6431, Carl Portman, 345-1807. *Brook Wade*