

ALASKA LEGISLATURE COMMITTEE FILES 1983-1984 86/2

3176 HT SB 389 - SCR 20

Most of these roads have been recognized and scheduled for improvement by DOT/PF, by the Borough or by the cities. Thus, the traffic capacity/use analyses in the Phase II report served mainly to confirm their overloaded condition. Table II-3 identifies facilities below the minimal level of service for this project.

#### FUTURE NEEDS

##### Community Development Goals

During Phase II of the KRTS study, a large list of projects was proposed by the general public and elected and appointed officials during the initial round of public meetings. Many of these facilities are on-going or below minimal level of service facility projects which are included in Tables II-1 and II-2 above. The remaining projects included both regional and local projects on the state-maintained system. See Table II-4 for these community preferred projects which were presented in the Phase II report and repeated here. Note that Table II-4 still includes projects previously included in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

##### Economic Development Requirements

Projects were identified for this category through the Phase II evaluation of regional economic development potentials. The primary criteria for inclusion on this list was a demonstrable potential for development that would warrant DOT/PF's attention at this time. See Table II-5 which was taken from the Phase II report and still includes projects listed in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

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# Peninsula Clarion

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THURSDAY, Feb. 16, 1984

Vol. 14, Issue 99

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## Former chief Wisecarver dies in crash

Frank Wisecarver, the first fire chief for the city of Kenai, died Wednesday afternoon in a head-on collision on Funny River Road.

The collision also seriously injured a 19-year-old Soldotna man.

Wisecarver, 59, was the chief of the city's volunteer fire department in the mid-1960s and served as the first chief when the department converted to a paid force. He left the department in 1975.

The accident occurred at Mile 11 Funny River Road at about 1 p.m.

According to an Alaska State Troopers report, Elmer (Roy) Bird of Soldotna was driving his car toward Soldotna on Funny River Road when his car apparently crossed the center line as it was coming around a curve. It struck Wisecarver's truck head-on.

Wisecarver was pronounced dead on arrival at Central Peninsula General Hospital. An Emergency Services medic said Bird suffered rib cage injuries, broken bones and possible internal injuries. He was taken to the hospital, where he is recovering in intensive care.

Kenai Fire Department Capt. Don Morgan remembered Wisecarver as "probably the best thing to happen to the Kenai Fire Department. He was highly respected by the guys he worked with, and was a personal friend, too."

Dick  
Mueller  
Realty

100 TRADING BAY RD., SUITE 1  
KENAI, AK 99611  
907-223-5388



January 19, 1984

Bill Sheffield  
Governor of Alaska  
Pouch A  
Juneau, Alaska 99811

Re: Kenai River Bridge Access Feasibility Design Project No. X-14615

Dear Governor Sheffield:

I'm sure by the enclosed petitions that you've determined that many residents of Alaska including our visitors want the Kenai River Bridge access to Funny River Road.

There are several reasons that necessitate the bridge being built immediately. Please consider the following priorities:

1. Alleviation of the crucial environmental impact on the Lower Kenai River.
2. Allow feasible access for the emergency services of State Trooper assistance, fire and ambulance service.
3. Ending the necessity of driving a dusty or icy pothole ridden secondary highway system which presently has an average daily road count of 416 cars, established from a November 1981 road count.
4. Provide access for agricultural and further tourism development by cutting the time of travel to and from Anchorage by at least 2 hours.
5. Provide access for the development of the Nilnunga State Historic Park (42.47 acres) and the State Funny River Recreation area (218 acres) which also fronts the Kenai River.

The benefit list is endless in providing bridge access to this recreational paradise that boasts the Kenai River, Browns Lake, Killey River, Funny River, public horse trail and abundant wildlife. Please give your support

Thank you for taking time out of your day to recognize a need of Alaskans.

Further petitions will be forthcoming.

Sincerely,

Patricia Ann Lazer,  
Sales Associate  
Specializing in Funny River  
and Kenai River areas

cc; Paul Fischer  
Don Gilman  
Joe Hayes  
Hugh Malone

PAL:rm  
encl;

# Alaska State Legislature

SENATOR  
DON GILMAN

Juneau Ph.  
(907) 485-4935  
(907) 485-4529



## State Senate

HOME ADDRESS  
P.O. BOX 630  
KENAI, ALASKA 99611  
(907) 283-4182

DURING SESSION  
POUCH V  
JUNEAU, ALASKA 99811

February 20, 1984

### Memorandum

To: Senator Pappy Moss  
Chairman, Senate Transportation  
Committee

From: Senator Don Gilman

The Kenai River/Funny River Bridge project is one that has been identified by local and state authorities for over 20 years. It has been documented by community need and economic factors in attached pages from the Kenai River Transportation Study, published by DOT/PF and jointly prepared by DOT/PF, Kenai Peninsula Borough and the Cities of Soldotna, Kenai, Homer, Seward, Seldovia, etc.

Salient features are as follow:

1. Provides access to a large area on the southeast side of the Kenai River. Borough tax records show approximately 200 families with 576 persons in the area. Access is currently on the 17-mile Funny River Road following the Kenai River from Soldotna.

A large portion of Funny River Road passes through federal land of the Kenai Wildlife Refuge (formerly the Kenai National Moose Range). The road was constructed many years ago to minimum access standards and poses grave safety problems due to its narrow width and current high traffic levels. Accidents are frequent (see attached Peninsula Clarion article). School buses have a treacherous time in the severe weather conditions during winter and break up. Routing keeps children on the buses far longer than necessary.

2. The bridge project is far more cost effective and removes much of the need for upgrade and realignment of Funny River Road. The project cost is under \$6 million while DOT/PF's cost estimates of reconstructing for the 17 miles of the road run as high as \$1 million per mile.

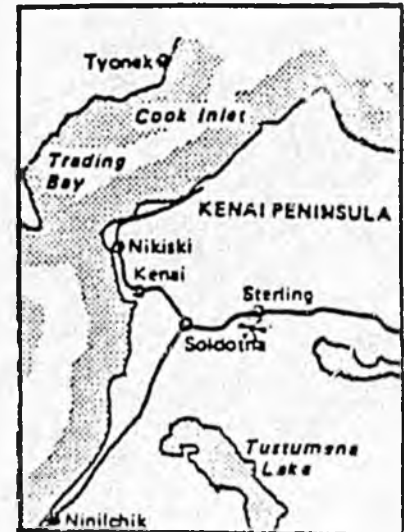
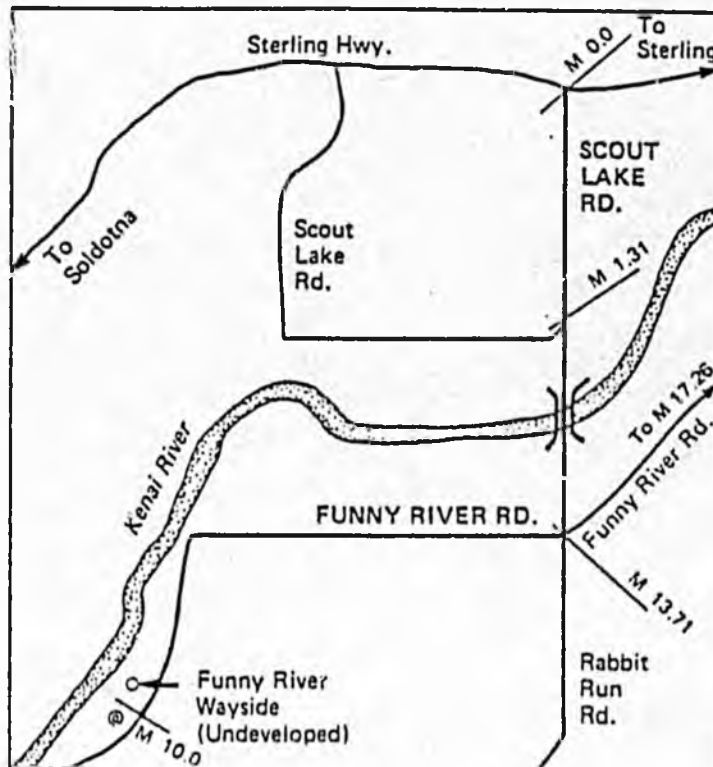
Senator Pappy Moss  
February 20, 1984  
Page 2

3. Provides faster and improved ambulance, fire and public safety access to families on the south side of Kenai River by allowing emergency vehicles to use the paved Sterling Highway and cross the Kenai River toward the end of Funny River Road. Residential fires are frequently terminal since heavy fire equipment makes very slow progress over the 17 miles of narrow, icy and potholed road.
4. Provides access for residents of the southern side of Kenai River to:
  - Sterling Elementary School, grades K - 6.
  - Business area of Sterling.
  - Access to paved Sterling Highway for faster, safer travel either toward Anchorage or Soldotna.
5. Provides general public access to underutilized state park lands on the southeast side of Kenai River, helping to solve access problem to the river and to disperse the immense fishing crowds over a wide variety of sites.

Actions on this Bridge/Road project are as follows:

1. 1980 - Appropriation for reconnaissance.
2. 1981 - Appropriation for design.
3. 1982 - Included in bond package which was vetoed by Governor.
4. Included in Sheffield 1983 Administrative Budget (DOT/PF) which was submitted to legislature.

The Bridge was identified as #14 on the Kenai Peninsula Transportation Plan. Since the development of the plan, 10 of the 14 projects have been completed, are under contract or adopted as municipal projects, moving this project up to number 4 on the priority list.

FUNNY RIVER (SR 117300)/BRIDGE/SCOUT LAKE (SR 118700)

Capital Cost:

\$ 8.4 million

Funny River: 1980 ADT = 225

Scout Lake: 1980 ADT = 200

Existing Condition: Scout Lake Mile 0.0 (E. Jct. Sterling Hwy) to Mile 1.31 (Jct. improved road to river): Gravelled 22' surface, no shoulders. Funny River Mile 10 to Mile 17.26 (End of route): Gravelled 26' surface.

Proposed Physical Improvement: Phase I: Scout Lake (Sterling Hwy to Funny River Rd); Widen to 36', pave. Construct 26'-wide bridge, boat ramp and parking area next to bridge. Phase II: Funny River: Mile 13.71 to Mile 17.26: Widen to 36', pave. Phase III: Funny River: Mile 10 to Mile 13.71: Widen to 36', pave.

Project Alternatives: Improve Funny River Rd., Mile 0.0 (Jct Sterling Hwy) to Mile 17.26 (End of route) to 28' rural paved standard

Status: DOT/PF has completed Scout Lake Rd. and bridge design.

Funding for project requested in DOT/PF's Central Region, FY 83 CIP.

Next Step Prior to Construction: Final design and permits for Funny River Rd., Mile 10 to Mile 17.26 and parking area.

Factors Affecting Development: Need parking area maintenance agreement with DNR-Div. of Parks

Relation to Other KRTS Projects: None

Cost - 5.672

X-14615

# SCOUT LAKE ROAD EXTENSION

## STERLING HIGHWAY TO FUNNY RIVER RD. GRADING, DRAINAGE, PAVING, & BRIDGE



### LEGEND

CONSTRUCT RESIDENTIAL DRIVEWAY APPROACH  
RADIUS = 25' UNLESS SHOWN OTHERWISE

CONSTRUCT PUBLIC ROAD APPROACH  
R = 50' UNLESS SHOWN OTHERWISE

CONSTRUCT PIPE CONDUIT (SKEW INDICATED IF  
OTHER THAN PARALLEL TO Q CONSTRUCTION)

REMOVE AND DISPOSE OF CULVERT PIPE

INSTALL GUARDRAIL

REMOVE STRUCTURE

TRAFFIC SIGN (NUMBER REFERS TO POST NUMBER  
LISTED IN SIGN SCHEDULE)

INSTALL ADVANCE CONSTRUCTION SIGN IN ACCORDANCE  
WITH STANDARD DRAWINGS C-1004 AND C-1004

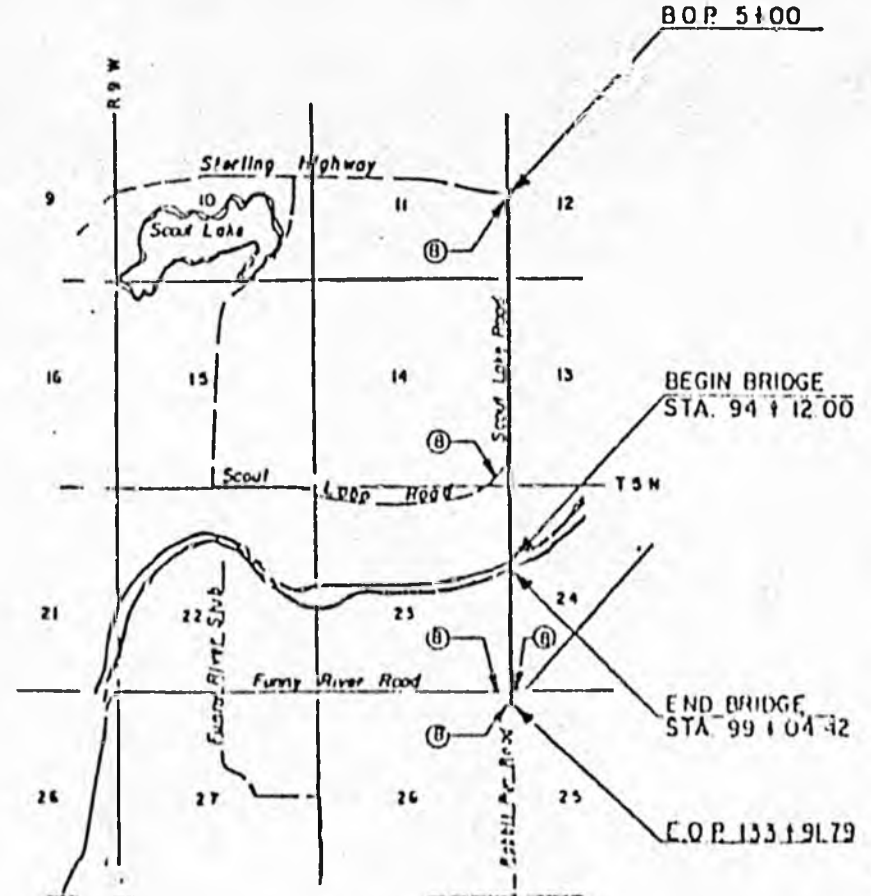
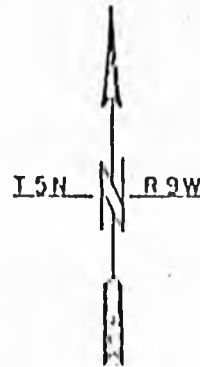
ADJUST SURVEY MONUMENT/CASE TO GRADE

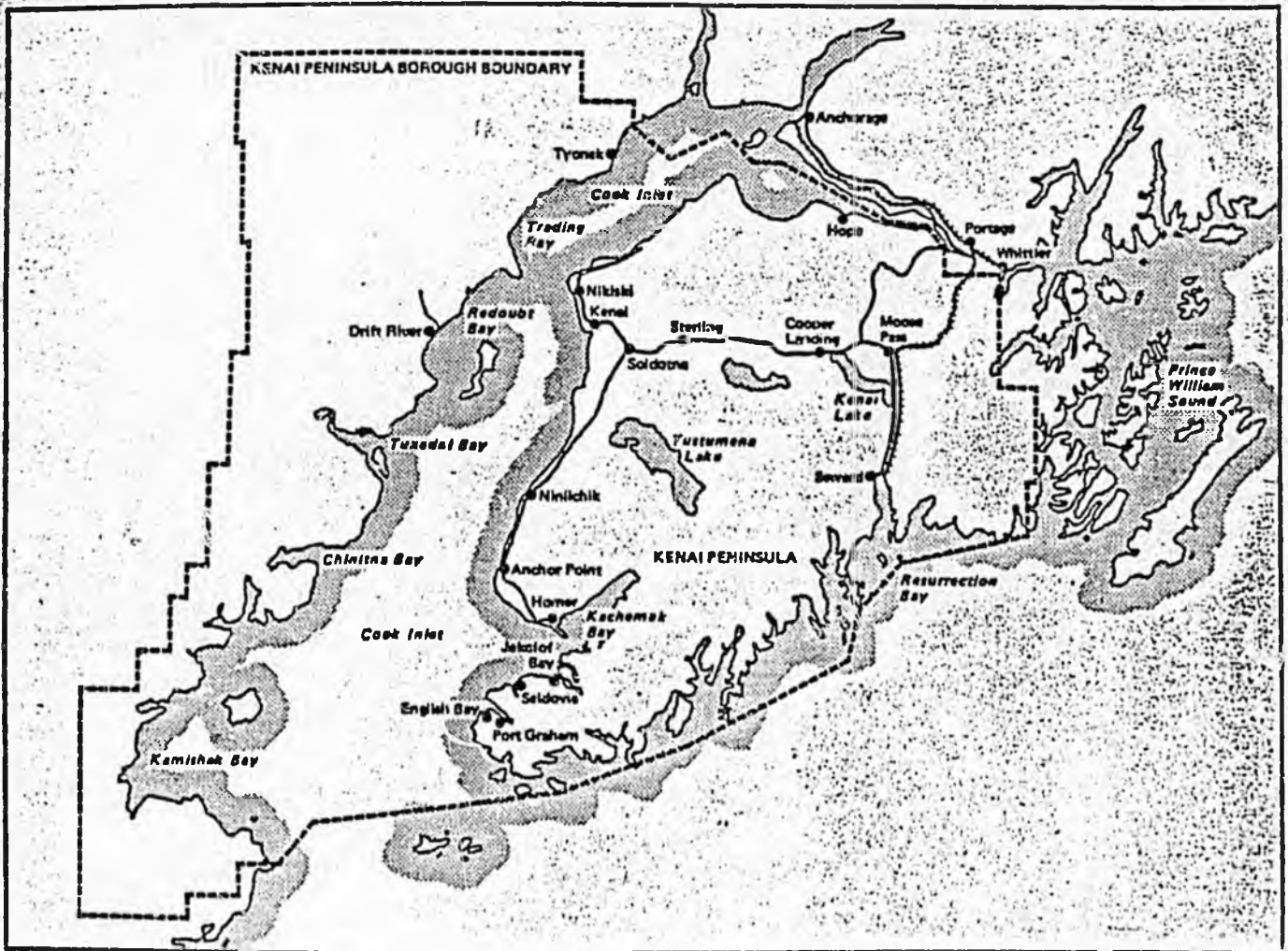
RECEIVED

UNIT :

DEPT. OF TRANSPORTATION

B.O.P. 5100





Source: Woodward-Clyde Consultants

# KENAI REGIONAL TRANSPORTATION STUDY (KRTS) PROJECT

Prepared for  
Alaska Department of Transportation and Public Facilities

October 1982

Woodward-Clyde Consultants/Wince-Corthell and Associates

Table III-4  
HIGH PRIORITY PROJECTS\*

	Ongoing DOT/PP Project	Ongoing KPS or Municipal Projects	Community Desires	Economic Development	Use Deficiency (safety, traffic) overload, etc)
<u>Roads</u>					
1. Airport Bypass/Kachemak	x		x		
2. Anchor Point		x	x		
3. Bean Creek		x	x		
4. Bear Creek (Kachemak City)			x		x
5. <del>Rio Eddie</del>		x	x		
6. <del>Timberly</del>			x		
7. Ciechanski			x		
8. Clam Gulch				x	x
9. Cohoe Loop			x		
10. Diamond Ridge (Skyline Dr.)/Olson Mt.		x	x		
11. East End - Phases I, II, III, & IV	x	x	x		x
12. East Hill	x		x		x
13. Feuding Lane/Kenai Keys		x	x		
14. Funny River/Bridge/Scout Lake	x		x	x	
15. Halibout		x	x		
16. Homesite Loop		x	x		
17. Kenai Alternate			x		
18. Kenai Spur			x		
19. Kingsley/Oil Well	x	x	x	x	
20. Lake St./Pioneer Ave.			x		x
21. Lamplight/Bolt		x	x		
22. Lou Morgan/Scout Lk.	x		x	x	
23. Lowell Point			x		x
24. Mackays Lakes		x	x		
25. <del>Movers/Spruceberry</del>		x	x		
26. Nash Rd./Seward Hwy. Intersection			x		
27. Ninilchik/Beach		x	x	x	x
28. North Anchor River		x	x		x
29. North Kenai Highway Phases I, II, & III	x		x	x	
30. <del>Olson/Tunnel/Main</del>			x		
31. Resurrection River		x	x	x	
32. Seldovia Airport Rd.-Main St.			x		x
33. Seldovia/Jakolef Bay-Seldovia/Anderson			x		
34. Seward Highway	x		x		x
35. <del>Soldotna Frontage</del>					x
36. Sports Lake		x	x		
37. Sterling Highway	x		x		x
38. Tuatumena Lake	x			x	
39. West Hill	x		x		x
<u>Air.</u>					
40. English Bay Airport	x		x		
41. Homer Airport	x		x		x
42. Kenai Airport		x	x		x
43. Port Graham Airport			x		
44. Seldovia Airport			x		x
45. Seward Airport			x		x
46. <del>Soldotna Airport</del>			x		x
<u>Marine</u>					
47. English Bay Shuttle Ferry Ramp			x		
48. Homer Ferry Terminal and Passenger Bldg.	x		x	x	x
49. Homer Fish Dock	x	x	x		
50. Homer Small Boat Harbor	x	x	x	x	
51. <del>Homer Ocean Dock</del>			x		
52. Kachemak Park Shuttle Ferry Ramp				x	
53. Kaslof Harbor			x	x	
54. Kenai Small Boat Harbor		x	x		
55. Ninilchik Harbor			x	x	x
56. <del>Port Graham Harbor/Ferry Dock</del>	x	x	x	x	
57. Seldovia Ferry Terminal and Passenger Bldg.	x		x	x	x
58. Seward Ferry Terminal			x	x	x
59. Seward Small Boat Harbor			x	x	
60. Shuttle Ferry Vessel	x	x	x	x	
61. Tuatumena Replacement	x		x		x
<u>Rail</u>					
62. Fourth of July R.R. Spur			x		

\*Projects are listed alphabetically and not order of priority

## HIGH PRIORITY PROJECTS

The high priority project list consists of 1) ongoing, 2) current needs and 3) the higher ranked future projects. This list is shown in Table III-4, and detailed descriptions of each of these projects are included at the end of this chapter. In addition, the general location of each High Priority project is shown in Figure III-3.

The higher ranked projects were the subject of both quantitative and qualitative evaluations. While these evaluations provided valuable information on each project, the evaluations were not the sole criterion for placing or keeping a project on the high priority list. In fact, the Technical Advisory and Steering Committees made the final decisions on placements in the high priority group.

High Priority Projects Descriptions:

The following descriptions are intended to provide the information and data needed for DOT/PF's capital improvement programming (CIP) decisions. Thus, they represent a "resource" from which DOT/PF can select projects for its annual CIP submission to the Governor.

Each of the following projects are numbered to coincide with those shown earlier in Table III-4. Also the project names are those from the DOT/PF Coordinated Data System (CDS) log--when the popular name differs from the CDS designation, it is added to the CDS name and number.

Most of these roads have been recognized and scheduled for improvement by DOT/PF, by the Borough or by the cities. Thus, the traffic capacity/use analyses in the Phase II report served mainly to confirm their overloaded condition. Table II-3 identifies facilities below the minimal level of service for this project.

#### FUTURE NEEDS

##### Community Development Goals

During Phase II of the KRTS study, a large list of projects was proposed by the general public and elected and appointed officials during the initial round of public meetings. Many of these facilities are on-going or below minimal level of service facility projects which are included in Tables II-1 and II-2 above. The remaining projects included both regional and local projects on the state-maintained system. See Table II-4 for these community preferred projects which were presented in the Phase II report and repeated here. Note that Table II-4 still includes projects previously included in the On-going (Tables II-1 and II-2) and Facility Projects not meeting a minimal level of service (Table II-3).

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THURSDAY, Feb. 16, 1984 Vol. 14, Issue 99 - © The Peninsula Clarion/U.S.P.S. 438-410

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The collision also seriously injured a 19-year-old Soldotna man.

Wisecarver, 59, was the chief of the city's volunteer fire department in the mid-1960s and served as the first chief when the department converted to a paid force. He left the department in 1975.

The accident occurred at Mile 11 Funny River Road at about 1 p.m.

According to an Alaska State Troopers report, Elmer (Roy) Bird of Soldotna was driving his car toward Soldotna on Funny River Road when his car apparently crossed the center line as it was coming around a curve. It struck Wisecarver's truck head-on.

Wisecarver was pronounced dead on arrival at Central Peninsula General Hospital. An Emergency Services medic said Bird suffered rib cage injuries, broken bones and possible internal injuries. He was taken to the hospital, where he is recovering in intensive care.

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Dick  
Mueller  
Realty

100 TRADING BAY RD., SUITE 1  
KENAI, AK 99611  
907-283-5388



January 19, 1984

Bill Sheffield  
Governor of Alaska  
Pouch A  
Juneau, Alaska 99811

Re: Kenai River Bridge Access Feasibility Design Project No. X-14515

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Thank you for taking time out of your day to recognize a need of Alaskans.

Further petitions will be forthcoming.

Sincerely,

Patricia Ann Lazer,  
Sales Associate  
Specializing in Funny River  
and Kenai River areas

cc; Paul Fischer  
Don Gilman  
Joe Hayes  
Hugh Malone

PAL:rm  
encl;

Enclosures

M. A. "DUSTY" RHOADS

3-31-84

Dear Rep. Cato

P.S., Peruse the enclosed Mail-crit letter, for past data about the ~~Ferry R. Service~~ At this time hundreds of people have to drive approx. 1 hr. round-trip for staples, medicine, food, car & school on a difficult & unsafe Ferry R. Serv. (Cause of 6. Misadventure death recently on service shows indeed the wrong way!)

Has  
2/1/85

DOT/Maintenance has indicated they can be a lot more efficient w/ the bridge. Also, that would be change in order to service our area more efficiently.

Dir. of Parks favors the bridge in order to bring the public to St. Paul Lands on the So/Side of the Kenai R, in order to relieve some of the congestion on the No. Side.

I could go on & on about the positive benefits offered by the bridge, but they should be apparent. P.S., urge the passing of H.R. 1000's immediately.

"THINK ALASKA... SEE ALASKA... Buy Alaska!"

M.A. Rhoads

262-6224

# Buy Alaska

M. A. "DUSTY" RHOADS

Dear Neighbor,

March 7, 1984

The purpose of this letter is to make you aware of and ask your support for Senate Bill #389 & House Bill #660. These are bills sponsored by Sen. Gilman & Rep. Malone for \$5.5 million to construct the ~~Funny River Access Bridge~~ near Sterling.

The site and right of ways have all been engineered, the Corps of Engineers Permit obtained and the bridge design is in final stages. If this legislature appropriates the funds the Dept. of Transportation can complete final design and begin Right of Way acquisition this fall and winter in order to 'go to bid' in early 1985 and begin construction that year.

Our ~~borough Mayor and Assembly~~ are adding this project to the ~~Central Projects Priority List~~ and pledging to support our representatives in Juneau for this funding. *Donell*

Now it is up to us that live, work and/or own businesses or property in the Funny River/Sterling area. We must make our phone calls, write letters and send petitions to our Senators, Representatives and Governor expressing support and the need for this funding and project. Mail all notes and letters for the Governor to Pouch A, Juneau 99811, and Pouch V, Juneau 99811 for our Senators and Representatives.

Mayor Thompson has advised that the Legislative Affairs Office, located in the Cordova Bldg., Soldotna, 262-9364, can keep you up to date on the progress of the bill and suggested we make use of the weekly Teleconference, Thursday nights between 7:00-8:00PM, to speak directly with Juneau.

~~HFEA~~ has indicated that there are ~~approx. 200~~ meter ~~services in the Funny River area~~ so calculating a conservative 50 percent to be absentee owners from other areas such as Anchorage and using the average family of four as a factor, the ~~Funny River population is approx. 1000~~ *Conservative!*

In closing, there are many obvious benefits for the residents of Funny River, the business community of Sterling and absentee property owners in the area. Again, I urge you to take a few moments and write a note to your congressmen. If we all will, the bridge won't be 'just talk', it will become reality.

Sincerely yours,

M.A. "Dusty" Rhoads

"THINK ALASKA, ... SEE ALASKA, ... Buy Alaska!"

107-6724



**Homer Electric Association, Inc.**

**P.O. BOX 350 \* SOLDOTNA, ALASKA 99669 \* 262-5831**

February 23, 1984

M. A. Rhoads  
P.O. Box 4585  
Soldotna, AK 99669

Dear Dusty:

Good luck in your efforts to secure funding for a bridge across the Kenai River in the Sterling area. Homer Electric Association very definitely is in support of this effort. There are approximately 198 electric meters in the Funny river area that are served by HEA. The feeder lines for this area cross the Kenai River near Sterling, in the event of an outage it sometimes means a trip out to Funny River to locate and correct the problem then a trip from Funny River through Soldotna to Sterling to actually restore the service. Our routine service work could be routed much more efficiently with the installation of this bridge.

Hope this information will be of some help.

Very truly yours,

Eugene R. Collins  
District Manager

ERC/cw

SCR

5

I. REQUEST

Bill/Resolution No.: SCR 5  
 Title: Requesting DOT/PF to reconstruct and upgrade the Petersville Road in Manatuska-Susitna Borough.

Sponsor: Kerttula  
 Requestor: \_\_\_\_\_

II. FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: \_\_\_\_\_

BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						
CAPITAL	-	750.0	750.0	750.0	34,466.8	27,551.8
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	750.0	750.0	750.0	34,466.8	27,551.8
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

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

Not identified in SCR 5

IV. ANALYSIS: See Attached Analysis.

Prepared by: Reed Gibby  
 Division: Planning and Programming  
 Phone: 266-1652  
 Date: 3/15/83

Approved by Commissioner:   
 Department: Transportation & Public Facilities  
 Date: 3/17/83

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)

3/8/83

## IV. Analysis

The reconstruction of Petersville Road to a standard 28 foot wide gravel road was separated into two road segments for cost estimation purposes. The two road segments are:

1. MP 7 - 19
2. MP 19 - 36 (end of State maintenance)

The segment of the road for MP 0 - 7 is currently constructed to a 28 foot width.

The estimated costs of this project in FY'83 dollars are as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
Preliminary Engineering	\$ 675,000	\$ 1,309,000	\$ 1,984,000
Right-of-Way	100,000	100,000	200,000
Construction	<u>13,715,000</u>	<u>26,615,000</u>	<u>40,330,000</u>
Total	\$14,490,000	\$28,024,000	\$42,514,000

All costs are assumed to inflate at 10% per year over the development of the project.

The preliminary engineering is assumed to require 42 months and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'84	\$250,000	\$500,000	\$750,000
FY'85	250,000	500,000	750,000
FY'86	250,000	500,000	750,000
FY'87	78,000	96,000	174,000

Right-of-way acquisition was assumed to be completed in FY'87 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$146.4	\$146.4	\$292.8

The construction phase was assumed to be completed during FY'87 and FY'88 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$12,000,000	\$22,000,000	\$34,000,000
FY'88	8,888,100	18,663,700	27,551,800

## SCR 5: Background

Senator Kerttula sponsored SCR 5, requesting an upgrade of the Petersville road, in an effort to encourage the Department of Transportation and Public Facilities to improve the road. Petersville Road is a state maintained road that extends approximately 20 miles west from the Parks Highway near Talkeetna into an area just south of Denali National Park.

The Department of Natural Resources has conducted homesite, subdivision and agricultural land disposals in the area. In order for the owners of the property to have appropriate access to their land, the road should be improved.

At present, the road is in reasonable condition in the first 7 miles. However, it deteriorates rapidly and is in poor condition for the next 12 to 13 miles.

Attached are the minutes of the Senate Transportation Committee meeting of March 17 at which this resolution was considered. The discussions at this meeting appropriately capture the rationale of this resolution.

Also attached is a petition from property owners in the area served by the Petersville Road requesting that it be upgraded.

Attachments

PETITION FOR PETERSVILLE ROAD IMPROVEMENTS:

We, the undersigned, would like to request that improvements to the Petersville Rd. from mile 7 and to mile 19 start as soon as possible as we all have interest in the area, and as it stands right now it is in deplorable condition.

NAME	ADDRESS	PHONE
John A. Carlson	1531 MacFarlane Cir Anch 99502	273-5517
John O. Wain	Box 200 Anchorage, Ak 99510	274-0471
Ralph Matukonis	1553 W 22 Ave Anchorage AK 99502	277-2007
Manuel Garcia	925 E 2nd Ave Anchorage AK 99501	276-5939
Ed Schuyler	SRA-BOX 3160-C ANCHORAGE AK 99502	347-4065
Wuff Blagitz	2104 W 46th Anchorage AK 99503	248-2584
Kurt Smith	9528 Liberty Circle Anchorage AK 99502	349-6105
Ken Richardson	SRA Box 4: 3-S Anchorage 99501	
Anne Richardson	" " " " " "	
Julie Martin	P.O. Box 3169 PALMER AK	376-5032
Glen Martin	" " " " " "	" "
Herold Craft	724 N. Flower St Anch AK	278-9257
St & Torgerson	130 E 13th Anch AK	272-2395 <sup>ext 115</sup>
Gyovanne Savitt	P.O. Box 346 GARDWOOD AK	783-2364
Bill Venke	310 FERN ST ANCHORAGE AK	333-0737
Joe Redington Sr	Box 5460 Knik Rd Wasilla AK	376-5500
Charles Cook	446 W 11th Anchorage AK	277-2330
...	...	...
...	...	...

I. REQUEST

Bill/Resolution No.: SCR 5  
 Title: Requesting DOT/PF to reconstruct  
 and upgrade the Petersville Road in  
 Manatuska-Susitna Borough.

Sponsor: Kerttula  
 Requestor: \_\_\_\_\_

II. FISCAL DETAIL

Agency Affected: DOT&PF  
 Program Category Affected: \_\_\_\_\_

BRU, Program or Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						
CAPITAL	-	750.0	750.0	750.0	34,466.8	27,551.8
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	750.0	750.0	750.0	34,466.8	27,551.8
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

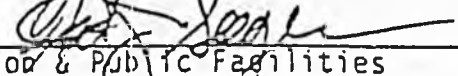
II. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not identified in SCR 5

IV. ANALYSIS: See Attached Analysis.

Prepared by: Reed Gibby  
 Division: Planning and Programming

Phone: 266-1652  
 Date: 3/15/83

Approved by Commissioner:   
 Department: Transportation & Public Facilities

Date: 3/17/83

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)

#### IV. Analysis

The reconstruction of Petersville Road to a standard 28 foot wide gravel road was separated into two road segments for cost estimation purposes. The two road segments are:

1. MP 7 - 19
2. MP 19 - 36 (end of State maintenance)

The segment of the road for MP 0 - 7 is currently constructed to a 28 foot width.

The estimated costs of this project in FY'83 dollars are as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
Preliminary Engineering	\$ 675,000	\$ 1,309,000	\$ 1,984,000
Right-of-Way	100,000	100,000	200,000
Construction	<u>13,715,000</u>	<u>26,615,000</u>	<u>40,330,000</u>
Total	\$14,490,000	\$28,024,000	\$42,514,000

All costs are assumed to inflate at 10% per year over the development of the project.

The preliminary engineering is assumed to require 42 months and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'84	\$250,000	\$500,000	\$750,000
FY'85	250,000	500,000	750,000
FY'86	250,000	500,000	750,000
FY'87	78,000	96,000	174,000

Right-of-way acquisition was assumed to be completed in FY'87 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$146.4	\$146.4	\$292.8

The construction phase was assumed to be completed during FY'87 and FY'88 and was allocated as follows:

	<u>MP 7 - 19</u>	<u>MP 19 - 36</u>	<u>Total</u>
FY'87	\$12,000,000	\$22,000,000	\$34,000,000
FY'88	8,888,100	18,663,700	27,551,800

SCR

6

## SCR 6: Background

SCR 6, sponsored by Senator Kerttula, requests the Department of Transportation and Public Facilities to assign a high priority to the upgrade of the Old Glenn Highway between the Knik River and the City of Palmer. Senator Kerttula also suggests that funds directed to the State of Alaska by the Federal Highway Administration be used for this upgrade. Proposed improvements would include straightening the road; purchase and readjustment of the right of way; planning and replacement of the bridge spanning the Matanuska River; and resurfacing the highway.

In the early 1970's the Knik River flooded and badly damaged the roadway. As a result of this flooding, the state constructed a dike that would protect the highway in the event of future flooding. However, the highway itself has not been paved or upgraded since the early 1960's and is in deplorable condition. Some 450 residents of the Matanuska-Susitna Borough who live along the Old Glenn have stated precisely this in a petition requesting its upgrade (attached).

Attached is a copy of the minutes of the Senate Transportation Committee hearing of March 17 at which SCR 6 was considered. Senator Kerttula's comments at this hearing are relevant to consideration of this bill.

Attachments

I. REQUEST

Bill/Resolution No.: SCR 6  
 Title: Encouraging the upgrading and resurfacing of the Old Glenn Hwy from the Knik River to the Matanuska River.  
 Sponsor: Kerttula  
 Requestor: \_\_\_\_\_

II. FISCAL DETAIL.

Agency Affected: DOT/PF  
 Program Category Affected: \_\_\_\_\_  
 BRU, Program of Subprogram(s) Affected: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL OPERATING						
CAPITAL	-	100.0	100.0	100.0	5,277.2	5,472.4
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	100.0	100.0	100.0	5,277.2	5,472.4
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						

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

Not identified in SCR 6

IV. ANALYSIS: See Attached for Analysis.

Prepared by: Reed Gibby Phone: 266-1652  
 Division: Planning & Programming Date: 3/15/83  
 Approved by Commissioner: *John J. Lager* Date: 3/17/83  
 Department: Transportation & Public Facilities

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3/8/83

## IV. Analysis

The estimated costs of this project in FY'83 dollars are as follows:

Preliminary Engineering	\$ 327,000
Right of Way Acquisition	111,000
Construction	6,813,000

All costs are assumed to inflate at 10% per year.

The preliminary engineering is assumed to require 42 months and was allocated as follows:

FY'84	\$100,000
FY'85	100,000
FY'86	100,000
FY'87	104,700

The Right of Way acquisition was assumed to occur in FY'87 at a cost of \$162,500.

The construction phase was assumed to last 2 years and was allocated as follows:

FY'87	\$5,000,000
FY'88	5,472,400

The Old Glenn Highway is designated as a Federal-Aid Secondary route, however this analysis assumes that project funding would be from the State General Fund. If federal funding was used approximately 90% of the project costs would be eligible for federal funding. This analysis also assumes that replacement of the bridge across the Matanuska River is not included in the project.

WHEREAS THE OLD GLENN HIGHWAY FROM THE KNIK RIVER BRIDGE TO THE CITY OF PALMER IS IN AN UNSAFE, DEPLORABLE CONDITION FOR THE HEAVY TRAFFIC LOAD AND WHEREAS THE POPULATION DENSITY IS INCREASING RAPIDLY IN THIS AREA, WE THE UNDERSIGNED VOTERS OF THE MATANUSKA-SUSITNA BOROUGH HEREBY PETITION THE STATE OF ALASKA TO RECONSTRUCT THIS HIGHWAY TO SAFE MODERN STANDARDS FROM THE KNIK RIVER BRIDGE TO PALMER AS SOON AS POSSIBLE.

NAME	ADDRESS	DATE
<i>[Signature]</i>		
William Mark Jr.	SRB 7553 Palmer AK.	11/25/82
Eleanor Mark	SRB 7553 Palmer AK	11/25/82
William Mark	SRB 7553 PALMER AK.	11/25/82
Mary Branner	Box 1090 Wasilla AK	11/25/82
Kathy Lovitz	Box 1435 Eagle River AK	11-25/82
Leah Smulik	Cagle River	11/25/82
Diane Tisser	PALMER, AK	11/25/82
Norman Casagrande	General Delivery, Wasilla, AK	11/26/82
Maria Casagrande	General Delivery, Wasilla	11/26/82
D. Bryant	BOX 73 WASILLA, AK	11/29/82
Louis M. Rantala	P.O. Box 1342 Palmer AK	11/29/82
For <del>Arthur</del> Jr.	P.O. Box 3263 Palmer AK	11-29-82
Ben Majik	P.O. Box 1207 Palmer AK	11-29-82
Ramona Uklesko	P.O. Box 3263 Palmer	11-29-82

P = 94645 W = 99687 E.R. - 99577

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NAME	ADDRESS	DATE
<i>E. Louise Y. Green</i>	Wasilla 99687 S.R. Box 2502-D	1/4/83
<i>Kris Keenan</i>	SRB Bx 6303 Palmer AK 99645	1/4/83
<i>Gladys Mott</i>	P.O. Box 1710 - Wasilla, 99687	1/4/83
<i>Billy Neiland</i>	SRB Box 7461 Palmer, AK	1/4/83
<i>David L. Bots</i>	S.R. Box 5492 Wasilla, AK	1-4-83
<i>Betty J. Lemke</i>	P.O. Box 845 WASILLA, AK	1-4-83
<i>Christine M. Smith</i>	SRA 6859 Palmer AK	1-4-83
<i>Jean Kunkler</i>	Box 1166 Palmer AK	1-4-83
<i>Helen Hagan</i>	P.O. Box G, Palmer, AK	1-4-83
<i>Judith Alvestad</i>	ST. Rt. B. Box 155, Palmer	1-4-83
<i>Frank Alvestad</i>	SRB # 7557 Palmer	1-4-83

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NAME	ADDRESS	DATE
? <sup>address</sup> John L. Breeden	SRA Box 6155	12-1-82
? <sup>address</sup> Gloria J. McKelvie	Box 796	12-1-82
Tom W. Young	Box 1840, Wainik	12-1-82
(Ray Legert	Box 2111 Palmer	12-3-82
(Robert D. Legert	Box 2111 Palmer	12-3-82
? <sup>address</sup> Les Fair	SRA 6614 Palmer	12-4-82
Harley Jessier	PO Box 537 Palmer	12-7-82
Esther McKeese	Box 552 Palmer	12-8-82
? <sup>address</sup> Charles L. Jenter	St Rt B Box 7416	12-13-82
John G. Kemmer	Box 806 Palmer	12-16-82
(Mile T. DeLund	Box 179 Palmer	12-17-82
(Marie J. DeLund	Box 179 Palmer	12-17-82
? John K. Crockley	SRA Box 9765A Palmer	12-21-82
Pat Head	P.O. Box 3504 Palmer	12-22-82
Frank J. ...	P.O. Box 492 Palmer	1/1/83

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NAME	ADDRESS	DATE
Bobby Stutzel	P.O. 129 PALMER	11-28-82
1/ Lloyd Belden	P.O. 1741 PALMER	11-28-82
2/ Dan Lewis	P.O. 1025 PALMER	11-28-82
1/ Wayne Buehler	Box 660 PALMER	11-28-
2/ Jon Wiese	Box 7323 PALMER	11-28-
1/ Gene Clark	SRB BOX 7106 PALMER	11-28-82
Marilyn Burt	Box 897 PALMER	11-28-82
Sander Anderson	Box 628 PALMER	11-28-82
1/ Sharon Brown	Box 379 PALMER	11-29-82
1/ Becky Vandemoer	SRB 7345 PALMER, AK	11-28-82
1/ Philip PARK	SRB 7381 PALMER AK	11-29-82
2/ Elaine Riddeman	SRB 7437 "	11-29-82
2/ <sup>Surname?</sup> Roch W. Jones	SRB Box 7725 11	11-29-82
1/ Jim Symmond	P.O. Box 1691 PALMER	11-29-82
1/ Kathleen Smith	SRB 7333 PALMER	11/29/82

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NAME

ADDRESS

DATE

NAME	ADDRESS	DATE
Edward A. Lamp	P.O. Box 2517 PALMER	Nov 20 82
? <sup>SP</sup> Clint Melin	STR B Box 7323 Palmer	Nov 20 82
? <sup>SP</sup> Allen Mitchell	st B Box 613 Palmer	
? <sup>SP</sup> Cornelius W. Hovden	SRB Box 7263 Palmer	
Iljay Wemig	SRB Box 7221 Palmer	
Scott Sanderson	SRB Box 7228 Palmer	
? <sup>SP</sup> Edna Melin	PO Box 2789 Palmer	
Greg Pearson	PO Box 2153 PALMER	
X Leona E. Anderson	Box 214	Setton, Nov. 20
Ray Johnson	Box 793	Palmer
? <sup>SP</sup> Gerald L. Dunn	Box 1330	Palmer
<del>Barbara L. Dunn</del>	Box 723	B. Dunn
L. R. Sims	Box 853	Palmer, Alaska
Al Reynolds	Box 2709	PALMER AK
Ray Scott	San. Ad.	Palmer AK

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NAME	ADDRESS	DATE
2 <sup>sp</sup> Greg Deiss	Box 3564	21 NOV 1982
2 <sup>sp</sup> Carl Totton	Box 1621 Palmer AK 99645	11-21-82
1 Donald O. Belen	Box 1231 Palmer AK	11-21-82
2 <sup>sp</sup> Billie Jones	4.8 Knik River Road Palmer AK	11-21-82
2 <sup>sp</sup> <del>Carl Totton</del>	SRB Box 7356 Palmer <sup>Reidensburg</sup>	11-21-82
3 <sup>sp</sup> John Miller	SRB Box 7274 Palmer, AK	11/21/82
1 Fred Higgins	SRB-7751 Palmer	11/21/82
1 Emil Waedel	Highway 4 1/2 old Glenn Highway	11/21/82
1 Lisa Blue	SRB-Box 7034 Palmer	11/21/82
1 James & Kendra Melin	S.I.R. Box 7407	11/21/82
2 <sup>sp</sup> <del>Carl Totton</del>	SRB 7532 Palmer AK	11/21/82
1 <sup>2 address</sup> <del>Carl Totton</del>	SRB Box 2356 <sup>Palmer?</sup>	11/21/82
1 <sup>address</sup> Ron Becker	Palmer	11/21/82
1 <sup>address</sup> Susan D. Jplin	Palmer, AK	11-21-82
1 Danny L. Michaels	SRB 7365 Palmer	11-21-82

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NAME address	ADDRESS	DATE
George D Park	SRB Box 7381 Palmer	11/21/82
Eugene R Plumley	SRB 7665 Palmer	11/21/82
<del>Robert Baker</del>	<del>SRB Box 2084</del> Palmer	11-21-82
Charlie Korzeniewski	Box 1862 Palmer	11/21/82
Mark Wedal	Box 3142 Palmer	11/21/82
Gail Wiland	St Rt B-7461 Palmer	11-13-82
2 <sup>SP</sup> Dawn Walker	SRB Box 7531 Palmer mi 15 1/2 old Glenn	11/21/82
Jessie Baker	Box 1222 Palmer	11/21/82
Louis D. Luenberger	P.O. Box 2063 Palmer	11-22-82
2 <sup>SP</sup> G. Cache Camper Co.)		
Fred Melin	SRB Box 7323 Palmer	11-22-82
Warren W. Ditt Wimer	St Rt B Box 724 Palmer	11-27-82
Laura McAllister	Box 2486 Palmer	11/22/82
2 <sup>SP</sup> Carol Malhot	P.O. Box 2486 Palmer	11/22/82
Mona Robinson	P.O. Box 1842 Palmer	11/22/82
Butch Jondahn	Box 338 "	11-22-82

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ADDRESS	ADDRESS	DATE
SP	Erud Masley Wland Rd.	11-22-82
	Greg Metherhead P.O. Box 407 Palmer?	11-25-82
	Pat O. Monroe SRB Box 7681 Palmer?	11-22-82
SP	Neal D Brown Bx 283	Palmer 11-22-82
	James Wood PO Box 1789	Palmer 11/22/82
	David Strong Box 702	Palmer 11/23/82
SP	George Morgan P.O. Box 2521	PALMER 11-23/82
SP	Paul Lindberg P.O. Box 1572	PALMER 11/23/82
	Steve Keri Bx 416	Palmer 11-23-82
SP?	Tom McEwan Box 2163	Palmer 11-23-82
SP?	William J. Jones SRB Box 9278	Palmer 11-23-82
SP?	Yamara Chastain SRB 7341 A	Palmer 11-23-82
	Marv E. Stults SRB Box 7361	Palmer 11-23-82
	G.R. Coington SRD, Box 9340	Palmer 11/23/82
	Paul Palmer P.O. Box 1142	Palmer 11-23-82

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NAME	ADDRESS	DATE
Robert Bowler	ST RT B Box 7533 Palmer	11-23-82
Kristi Miller	ST RT B Box 7533	11-23-82
Ed Campbell	P.O. Box <del>1724</del> 1724 Palmer	11-24-82
Amela A. Campbell	PO Box 1724 Palmer	11/24/82
sp? Gene Drunen	SAB 7087 Palmer	11-24-82
Beth Teroni	P.O. BX 1394 Palmer	11-25-82
Sherry Burns	PO Box 2477 Palmer	11-24-82
Dick Melin	PO Box 2789 Palmer	11-24/82
Gay Reed	PO Box 299 Palmer	11-24-82
Chris H. Cook	PO Box 2757 Palmer	11-24-82
Frank Phillips	SAB 7550-A Palmer	11-25-82
Lucinda Lorde	Box 2978 Palmer	11-25-82
Arion S. Koppenberg	Box 1764 Palmer Ak.	11-24-82
Larry Irvine	Box 2303 Palmer AK	11-24-82
Jim EACIES	Box 288 PALMER AK	11-24-82

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NAME

ADDRESS

DATE

Russell Prier	P.O. Box 3018 Palmer AK 99645	11-24-82
Janice McDowell	P.O. Box 2972 Palmer AK 99645	11/24/82
Paul Cameron	SRB 7345 PALMER AK 99645	11/24/82
Vicki Campbell Gony	P.O. Box 872 PALMER AK 99645	11/26/82
S. Campbell	PO Box 872 PALMER AK 99645	11/26/82
Jay Thomas	P.O. Box 439 PALMER AK 99645	11/26/82
Howard Shank	PO Box 2413 PALMER AK 99645	11/26/82
Henry B. Ferguson	P.O. Box 445 Palmer AK 99645	11/26/82
Arnold R. Hartman	Box 360 Palmer 99645	11/26
Clare P. Clin	SRB Box 7656 PALMER 99645	26/11/82
BRAD A. DEN	P.O. Box 205 PALMER	11-26-82
Paul J. Glenn	SRB 7458 PALMER	11-26-82
Ward Mary	Gen Del PALMER	11-26-82
Norm J. Mary	Gen Del PALMER	11-26-82
Neil J. Menden	SRB BOX 7384 PALMER	11-26-82

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NAME	ADDRESS	DATE
D. Bedare	SRB 7082 Palmer	11/26/82
Mulan V. Shrivastava	SRB Box 7411 PALMER	11/26/82
Lee & M. Jones	Box M Palmer	11/26/82
James Doherty	P.O. Box 115 Palmer	11/26/82
John D. P.	P.O. Box 2003 Palmer	11-26-82
Martin Jones	PO Box 3267 Palmer	11-26-82
Fumara Godwin	Box 111 "	11-28-82
Rosaline Chamberlain	Box 1582 Palmer	11-27-82
Bob Gata	SRB 7635 Palmer	11-27-82
Jay Eddel	P.O. Box 3553 Palmer	
Mary Ann Peters	P.O. Box 3525 Palmer	11-27-82
Brenda Snyder	P.O. Box 285 Sutton	11/27/82
Martin Chot	P.O. Box 194 Sutton AK	11/27/82
Lawrence A. Joslin	Str. Rt. B. Box 7090 Palmer Alaska	11/28/82
Barbara L. Belw	P.O. Box 1231 Palmer Alaska	11/28/82

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NAME	ADDRESS	DATE
Julie Bailey	(Butte) P.O. Box 1161 Palmer AK	11/20/82
Chuck W. Christee	(Butte) ST. RT. B. Box 7499 PALMER-ALASKA 99645	11/20/82
MARCIA E. Christee	(Butte) ST. RT. B. Box 7499 PALMER-ALASKA 99645	11/20/82
Tom Jones	(Butte) P.O. Box 3595 Palmer AK	11/20/82
Arly Farrell	(Butte) Mik 10.4 Old Glenn Hwy Palmer, AK	11/20/82
Tom Willis	(Butte) SRB-Box 7470 Palmer	11/20/82
Dave Keaton	(Butte) P.O. Box 859 Palmer	11/20/82
Wayne Buttey	(Butte) S.R.B. Box 7379 Palmer	11/20/82
Alan Rogers	(Butte) P.O. Box 2082 Palmer	11-20-82
John Magnuson	(Butte) Box 1284 Palmer	11-20-82
Tommye Hadstrasser	(Butte) SRB. Box 7310 Palmer, AK	11-20-82
Linda Lloyd	(Butte) SRB. Box 7501 Palmer, AK	11-20-82
William Conscience	(Butte) SRB Box 7278 Butte, AK	11-20-82
Joan Berlin	(Butte) Box 1358 Palmer AK	11-20-82
Jose A. Stachowicz	(Butte) P.O. Box 3442 Palmer, AK	11-20-82
Elise Poirot	(Butte) P.O. Box 2163 Palmer AK	

WHEREAS THE OLD GLENN HIGHWAY FROM THE KNIK RIVER BRIDGE TO THE CITY OF PALMER IS IN AN UNSAFE, DEPLORABLE CONDITION FOR THE HEAVY TRAFFIC LOAD AND WHEREAS THE POPULATION DENSITY IS INCREASING RAPIDLY IN THIS AREA, WE THE UNDERSIGNED VOTERS OF THE MATANUSKA-SUSITNA BOROUGH HEREBY PETITION THE STATE OF ALASKA TO RECONSTRUCT THIS HIGHWAY TO SAFE MODERN STANDARDS FROM THE KNIK RIVER BRIDGE TO PALMER AS SOON AS POSSIBLE.

NAME	ADDRESS	DATE
Mason Smith	Box 113 Palmer (Butte)	11-20-82
Norman F. Sietz	SRB Box 7317 Palmer (Butte)	11-20-82
Don A. Beckler	POB 1358 Palmer (Butte) AK	" "
Lois H. Buchanan	SRB, Box 7440, Palmer, (Butte) AK	11/20/82
Mary E. Fideout	SRB Box 7576 Palmer (Butte) Alaska	11/20/82
Carol Sorchaett	PO Box 1405 Palmer (Butte) AK	11/20/82
Patti Barber	SRB Box 7330 Palmer AK Butte	11/20/82
Scott Sanderson	SRB Box 7228 Palmer AK Butte 99645	11/20/82
Elmer Kepton	Box 347 Palmer Alaska Butte	11/20/82
Ramona James	SRB 7457 Palmer AK Butte	11/20/82
<del>_____</del>	SRB 7451 Palmer AK Butte	
Richard U. Guts	Box 185 PALMER ALASKA Butte	11/20/82
Phillip E. Allison	BOX 1786 PALMER AK Butte	11/20/82
Henry McCarty	SRB Box 7331 Palmer AK Butte	11/20/82
George Zully	CAROL ANN DR. " " Butte	" "

WHEREAS THE OLD GLENN HIGHWAY FROM THE KNIK RIVER BRIDGE TO THE CITY OF PALMER IS IN AN UNSAFE, DEPLORABLE CONDITION FOR THE HEAVY TRAFFIC LOAD AND WHEREAS THE POPULATION DENSITY IS INCREASING RAPIDLY IN THIS AREA, WE THE UNDERSIGNED VOTERS OF THE MATANUSKA-SUSITNA BOROUGH HEREBY PETITION THE STATE OF ALASKA TO RECONSTRUCT THIS HIGHWAY TO SAFE MODERN STANDARDS FROM THE KNIK RIVER BRIDGE TO PALMER AS SOON AS POSSIBLE.

NAME	ADDRESS	DATE
James H. Williams	SRB Box 7277 Palmer AK 99645	11-20-82
Travis M. Williams	SRB Box 7277 Palmer AK	11-20-82
LES WENZER	SRA Box 6650 Palmer AK	11-21-82
Fred Lloyd	SRB 7501 Palmer AK	11/21/82
Chilly J. DeQue	P.O. Box 1239 Palmer AK	11/21/82
Russ Peterson	mile 41 Glenn Hwy	11/21/82
Joy Hunt	SRB Box 7558 PALMER 99645	11/21/82
Bob Hutchinson	SRB Box 7636 PALMER 99645	11/21/82
Alan Glaser	SRB 7306 PALMER 99645	11/21/82
Wallace R. Damm	P.O. Box 944 Palmer 99645	11/21/82
Steve Anderson	St. R. B. Box 7611 Palmer AK 99645	11/21/82
Dennis M. Thomas	P.O. Box 2651 Palmer AK	11/21/82
Archie Smith	P.O. Box 2205 Palmer	11/21/82
Otto Bunde	Bx 1144 PALMER	11/21/82
Ed Hoag	SRA By 9384 Palmer	11/21/82
Richard Kabele	SRB Box 7297 Palmer	12/3/82

WHEREAS THE OLD GLENN HIGHWAY FROM THE KNIK RIVER BRIDGE TO THE CITY OF PALMER IS IN AN UNSAFE, DEPLORABLE CONDITION FOR THE HEAVY TRAFFIC LOAD AND WHEREAS THE POPULATION DENSITY IS INCREASING RAPIDLY IN THIS AREA, WE THE UNDERSIGNED VOTERS OF THE MATANUSKA-SUSITNA BOROUGH HEREBY PETITION THE STATE OF ALASKA TO RECONSTRUCT THIS HIGHWAY TO SAFE MODERN STANDARDS FROM THE KNIK RIVER BRIDGE TO PALMER AS SOON AS POSSIBLE.

NAME	ADDRESS	DATE
Carol Jensen	SRB B7385 Palmer	11/21/82
Howard Jensen	SRB B 7385 Pal	11-21-82
Robert Dwyer	P.O. Box 3305 Palmer Ak	11-21-82
Tom R. Brown	P.O. Box 3305 PALMER AK.	11-21-82
Doris Straight	St P.O. Box 7720 palmer	11-21-82
Lyle W. Straight	Mile 4 KNIK RIVER - Rd	
Veronica A. Bowlin	SRB Box 7534 Palmer	11-21-82
Ruth Ann	SRB BOX 7339A Palmer Ak	11-21-82
Daisy Myers	SRB Box 7552 Palmer AK.	11-21-82
Gene Bakhat	PO Box 66 Palmer	11/21/82
Cindy Hawley	STRT B Box 7387A	11/21/82
Ver G. Hill	SR Box 7301 palmer, Ak	11-21-82
Maud J. J. J.	PO Box 347 PALMER	11-21-82
Kenneth W. Whately	STR. B Box 7611	11-21-82
Paul W. Clark	SRB Box 7611 Butte	11-21-82

WHEREAS THE OLD GLENN HIGHWAY FROM THE KNIK RIVER BRIDGE TO THE CITY OF PALMER IS IN AN UNSAFE, DEPLORABLE CONDITION FOR THE HEAVY TRAFFIC LOAD AND WHEREAS THE POPULATION DENSITY IS INCREASING RAPIDLY IN THIS AREA, WE THE UNDERSIGNED VOTERS OF THE MATANUSKA-SUSITNA BOROUGH HEREBY PETITION THE STATE OF ALASKA TO RECONSTRUCT THIS HIGHWAY TO SAFE MODERN STANDARDS FROM THE KNIK RIVER BRIDGE TO PALMER AS SOON AS POSSIBLE.

NAME	ADDRESS	DATE
Joseph B Cox	Lazy Acres	11-21-82
Debbie A Ross	Lazy Acres	11-21-82
Chris Young	Butte	11-21-82
Allen Youth	Lozenby Subd.	11-21-82
Vergie Honson	Bx 1425 Palmer Butte	11/21/82
Emie Honson	" " "	" " "
Valerie Ouellet	1021 Friendsglen Ave	11/21/82
Larry Brooks	SRB Box 7516	11-21-82
Dick Purden	Bx 2604 Butte	11-21-82
John Smith	Box 3037 PALMER	11/21/82
Stan Coy	SMITH RD	11/21/82
Frank Smith	99045 4449 BOX 1111 PALMER	11/21/82
Bill D. Day	BOX 1316 - PALMER	11/21/82
Lee Mafra	ELK ROAD Box M Palmer Rd	11/21/82
Larry Reddie	3065 Palmer	11/21/82

WHEREAS THE OLD GLENN HIGHWAY FROM THE KNIK RIVER BRIDGE TO THE CITY OF PALMER IS IN AN UNSAFE, DEPLORABLE CONDITION FOR THE HEAVY TRAFFIC LOAD AND WHEREAS THE POPULATION DENSITY IS INCREASING RAPIDLY IN THIS AREA, WE THE UNDERSIGNED VOTERS OF THE MATANUSKA-SUSITNA BOROUGH HEREBY PETITION THE STATE OF ALASKA TO RECONSTRUCT THIS HIGHWAY TO SAFE MODERN STANDARDS FROM THE KNIK RIVER BRIDGE TO PALMER AS SOON AS POSSIBLE.

NAME	ADDRESS	DATE
Connie J. Dalton	mile 3.5 Knik River Rd.	11-21-82
John J. Oates	mile 3.5 Knik River Rd.	11-21-82
Doris J. Atkinson	Mile 4	11-21-82
MIKE CONNER	SRB 7343A PALMER	11-21-82
Barbara J. Ross	SRB 7332 Palmer	11-21-82
Michael Johnson	SRB 7332 Palmer	11-21-82
Warren M. Gwendler	GENERAL DEL.	11-21-82
Steve W. Chum	SRB BOX 7341A	11/21/82
John D. Barnhart	SRB BOX 7362	11/21/82
Nick Lertz	STRT. R. Box 7418	11/21/82
Kathleen J. Sloan	SRB BOX 7743	11/21/82
Alan R. Butts	SRB Box 7743	11/21/82
Darel Zolosa	Mile 4 1/2	11-21-82
Steve Melis	Plumley Road	11-21-82
Emily J. Hansen	North Rd	11-21-82

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NAME

ADDRESS

DATE

NAME	ADDRESS	DATE
Randy Sumata	SRB 7347 Palmer	Nov 21
Glenda Sumata	SRB 7347 Palmer	NOV. 21
Regina Jonou	P.O. Box 3502 Palmer	Nov 21
Jany Olsen	P.O. Box 1701 Palmer	Nov 21
David J. J.	P.O. Box 7350 Palmer	Nov 21
Carl J. R.	P.O. Box 1345 Palmer	Nov. 21
Melin Valank	P.O. Box 3489 Palmer	NOV. 21
Kirsten Valank	P.O. Box 3489 Palmer	Nov. 21-82
Pat Sulbury	P.O. Box 3201 Palmer	Nov 21-82
Deborah M. Dunkle	P.O. Box 1776 Palmer	Nov 21, 82
Ellen R. Jffrup	SRB 7284 PALMER	Nov 21, 82
Ann Jeschke	SRB 7378 Palmer	Nov 22, 82
Marie O. Maffin	SRB 7276 Palmer	Nov. 22, 82
Lee Maffin	SRB 9276 Palmer	Nov. 23, 82
Don Jeschke	SRB 7378 Palmer	Nov 23, 82
Jack W. Charletti	R.O. Box 1572 PALMER	12/3/82

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NAME

ADDRESS

DATE

Julia L Jones POB 3545  
MARTH Rd 11/22/82

ROBERT PRESTON ROZIER 99645  
PO. 2173 PALM AK, 11/22/82

Dyl H... Plumby Rd P.O. Box 1915 Palmer 11/22/82

SRB, BOX 2347-A2, Palmer  
Deanna Boyd Walling Rd - mile 1 11/22/82

Donald R. Ross PO Box 3556 Palmer 11/22/82

Craig... BOX 215 Palmer 11-22-82

Res. mile 5, Knik Riv. Rd.  
George Steffen PO. Box 138 Palmer, AK 11-22-82

SRB Box 7323 Palmer, AK 11-22-82

Dave... SRB Bx 7456 PALMER AK 11-22-82

Pam + Jeff Winslow P.O. Box 2648 PALMER AK 11.22.82

Jim Kuan JOB 3565 PALMER AK 11-22-82

Kenneth E. Mason 7710 Knik River Rd Palmer 11/22-82

June B Deditz Bodenburg Loop Rd Palmer 11/22/82

Box 7292 Palmer  
Prunbly Rd BUTTE 11/22/82

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NAME	ADDRESS	DATE
Darcy Salz	SRB Box 7339A Palmer	11-22-82
ERIC ERNEST	SRB Box 7368 PALMER	11-22-82
Duroi Dukulek	PO Box 43 Palmer	11-22-82
Anna K. Shepler	SRB Box 7341 Palmer	11-22-82
Delira Nelson	Box 2756 Palmer	11-23-82
Don Paul	P.O. Box 1729 PALMER	11/23/82
Kathryn A. Petersen	P.O. Box 588, Palmer	11/23/82
Katherine S. Carlton	SRB 7682, Palmer	11/23/82
Celyn Lusk	SRB Box 7686A Palmer	11/23/82
Lydia Gustafson	P.O. Box 3418 PALMER	11-23-82
Jeri Hastings	P.O. Box 3418 Palmer	11-23-82
Cheryl McCabe	SRB Box 7476 Palmer	11-23-82
Richard Mannon	3213 Cassin St Anchorage	11-23-82
Jon K. Goodfellow	P.O. Box 2873 Palmer, AK 99645	11-23-82
Nancy Mukan	Box 2474	11-23-82

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NAME	ADDRESS	DATE
<i>[Signature]</i>	PO Box 3261, Palmer - walking Rd.	11/23/82
<i>Matthew B. Olson</i>	SR B Box 7326 Palmer	11/23/82
<i>Judy Ruch</i>	SRB Box 7326 Palmer	11/23/82
<i>[Signature]</i>	P.O. Box 1211 Palmer	11-23/82
<i>Larry Nelson</i>	PO Box Palmer	11/23/82
<i>Charles McClure</i>	PO Box 1853 Palmer	11-23-82
<i>John McKee</i>	PO Box 3246 Palmer	11/24/82
<i>Larry M. Carson</i>	SRB 7757 Palmer	11-24-82
<i>[Signature]</i>	PO. Box 1624, Palmer	11/24/82
<i>Jerrold Lanson</i>	Gen. Del. Palmer	11/24/82
<i>Don Casey</i>	SRB, Box 7358 Palmer, AK 99645	11/24/82
<i>Tom Kaapenberg</i>	Box 9068 Palmer	11/25/82
<i>Ken Butler</i>	Beuk	11/25/82
<i>Kathryn Underwood</i>	SRB Box 7574 Palmer	11/25/82
<i>Matthew Bishop</i>	SRB Box 7319 Palmer	11-29-82

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NAME	ADDRESS	DATE
Joseph T. Henry	PO Box 2643 Palmer	11-25-82
Gregg E. Caywood	Box 1392 Wasilla	11-26-82
Robert T. Henry	SRB Box 9296 Palmer (Butte)	11/26/82
Carl Schwan	SRB 7306 Palmer	11/26/82
Erna M. Pope	Box 582 Palmer	11/26/82
Robert W. Henderson	Box 2423 Palmer (Butte)	11/28/82
David Koppberg	SRD Box 9068 Palmer Alaska	
Robert Lennersson	Box 1161 Palmer AK (Butte)	
Charles Overby	SRB 7382 Palmer, Alaska	11-28
Paul W. Borch	P.O. Box 1996 Palmer AK	11/28/82 99645
Manda Elroy	P.O. Box 1996 Palmer Ak.	99645 11/28/82
H. K. Davis	Butte Star Route B Box 367 Palmer 99645	745-2367 11/29/82
Bill L. Kenney	SRB Box 7531 Palmer Ak (Martha Rd)	99645-11-29-82
Clara Wright	Box 439 Wasilla Ak.	11-29-82
Chris Thomsley	PO Box 439 Palmer	11-30-82

WHERE AS THE OLD GLENN HIGHWAY FROM THE KNICK RIVER BRIDGE TO THE CITY OF PALMER IS IN AN UNSAFE, DEPLORABLE CONDITION FOR THE HEAVY TRAFFIC LOAD AND .

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NAME	ADDRESS	DATE
Mary Newby	7587-A Palmer AK	12-2-82
Dawn Jewell	SR 2603 Palmer	11-30-82
William R White	SR 57242A PALMER	DEC. 1 82
Shirley Luter	SRB Box 7331 Palmer	12-1-82
Margy Benson	St. P. B. Box 7250 Palmer	12/1/82
Timothy D. Doherty	P.O. Box 43 Palmer	12-1-82
John J. Taylor	P. O. B. 7378 PALMER	12-1-82
Mary J. Sulhost	PO Box 660 Palmer	12/2/82
Janne Conner	PP Box 7343-14 Palmer	12/2/82
Lisa A. Smolin	SR-Box 7480 Palmer	12/2/82
Nancy Bennett	P.O. Box 1571 Palmer	12-2-82
Ethelwyn A. Couch	SRB Box 7383 Palmer	12-2-82
Robert M. Couch	SRB Box 7353 Palmer	12/2/82
Mary Shaw	PO Box 3073, Palmer	12/2/82
Donald J. Husley	SRB Box 7296 Palmer	12/2/82

WHEREAS THE OLD GLENN HIGHWAY FROM THE KNIK RIVER BRIDGE TO THE CITY OF PALMER IS IN AN UNSAFE, DEPLORABLE CONDITION FOR THE HEAVY TRAFFIC LOAD AND WHEREAS THE POPULATION DENSITY IS INCREASING RAPIDLY IN THIS AREA, WE THE UNDERSIGNED VOTERS OF THE MATANUSKA-SUSITNA BOROUGH HEREBY PETITION THE STATE OF ALASKA TO RECONSTRUCT THIS HIGHWAY TO SAFE MODERN STANDARDS FROM THE KNIK RIVER BRIDGE TO PALMER AS SOON AS POSSIBLE.

NAME	ADDRESS	DATE
Jim Albert Johnson	SAB Box 7070	11/29/82
William Gunn	PO Box 1417	11/29/82
Robert Palmer	PO Box 2823 - Palmer	11-29-82
Don Evans	PO Box 2827 Palmer	"
William H. Hard	SRA Box 7070 Palmer	
Erroy Eckman	PO Box 2244 Palmer	
Hayden E. McClure	Box 612 Palmer	11-30-82
Daryl S. McLamb	SRA Box 7404 Palmer	11-30-82
Lizanne Osmer	SRA Box 6912 P Palmer	11-30-82
Frank R. Johnson	PO BOX 3455 Palmer	11/30/82
GREGORY J. CLARK	SRA Box 7387	12/1/82
Frank W. Ostrowski	P.O. Box 2925 PALMER, AK	12/1/82
Sharon J. Allen	Box 3129, Palmer, AK	12/2/82
Nancy Smith	Box 1143 Palmer AK	12-2-82
Paul F. Hop	PO Box 65 Palmer AK	12-2-82

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WHERE AS THE OLD GLENN HIGHWAY FROM THE KNIK RIVER BRIDGE TO THE CITY OF PALMER IS, IN AN UNSAFE, DEPLORABLE CONDITION FOR THE HEAVY TRAFFIC LOAD AND

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NAME	ADDRESS	DATE
Robert Eider	P.O. Box 1213 Palmer Ak	11-2-82
Melvin J. Cottini	SRA BOX 6755 - Palmer	11-2-82
R. F. K.	PO Box 3361 Palmer	11-4-82
John L. Seem	Box 9196 Hwy Mt. Palmer	12-6-82
Lynn Woods	Box 37 Sutton, AK 99674	12-1-82
W. Woods	Box 37 Sutton AK 99674	12-6-82
Kenneth Crump	P.O. Box Palmer, AK 99645	
Lloyd A. Wood	P.O. Box 6515 Palmer Ak	12-10-82
Clyde Campbell	PO Box 269 Palmer Ak	12-10-82
Bill Grant	Box 567 Palmer AK	12-11-82
R. Brown	P.O. Box 2585 Palmer Ak	12-10-82
Robert M. Burrows	PO Box 3203 Palmer, Ak	12/10/82
Orin R. Smith	P.O. Box 2518 Palmer, Ak	12/10/82
Darrell Deems	PO Box 2096 Palmer Ak	12/11/82
John Shue	S.R. B. Box 7636 Palmer - Alaska	12/13/82

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NAME	ADDRESS	DATE
Gordon Ollstead	BOX 196 Palmer	12-18-82
Harry W. Kendrick	P.O. Box 12773, Palmer	12-27-82
Ed Mahan	P.O. Box 1290 Palmer	12/28/82
Ronald R. Hayes	P.O. B. 3512 Palmer	12/24
Tom Murray	SRB Box 9152 Palmer	12-29-82
Phil Kyrat	Box 966 Palmer	12-29-82
Phil Bernola	SRB, Box 7539 Palmer	12-29-82
Jim Chan	P.O. Box 3221 Palmer	12-29-82
Ed Belmont	Box 988 Palmer	12/28/82
Jack I. Simpson	Box 2453 Palmer Ak	12-28-82
Nancy Lawrence	SRC Box 8515 Palmer Ak	12-29-82
Roy D. Lammie	SRC Box 8575 Palmer, Ak	12-29-82
Chris Aoki	SRB, Box 7564 PALMER AK	12-30-82
Henry Alesko	Box 745 Palmer Ak	12/30/82
Walter Gram	Box 189 Palmer, Ak.	12/30/82

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NAME

ADDRESS

DATE

Dan Carian

Box 3542 PALMER

12/30/82

John Fuller

Box 1995 Palmer

12/30/82

Wayne Hall

Box 1411 Palmer

12/30/82

Bruce Astell

P.O. Box 3509 PALMER

12/30/82

Clint Stearns

P.O. Box 547 Palmer

12/31/82

James Aklestad

P.O. Box 196 Palmer

12/31/82

Tom Warren

Box 3235 Palmer

1/4/83

Mike Sweeney

S.R. B. Box 7495 Palmer

1/4/83

Kenneth E Schuman

S.R.D. box 9117 Palmer

1-4-83

SCR

7

BACKGROUND INFORMATION: SB 6/SCR 7

SB 6 appropriates \$39 million for extension of the four lane Parks/Glenn Highway across the Eklutna Flats. SCR 7 directs the Department of Transportation and Public Facilities to assign a high priority to the four lane extension and to utilize Federal Highway Administration matching funds for that purpose.

The Parks/Glenn Highway north out of Anchorage is one of the most heavily traveled roads in Alaska. It is the only road to travel north beyond Eklutna. The Matanuska-Susitna Borough is the most rapidly growing area of the state settled by persons who wish to live in the country but still commute to Anchorage for employment. In 1981, the average daily traffic on the highway at Mirror Lake was 8,456 each way, north and south. In 1983, the average daily traffic count was 13,664 - an increase of 61.6% over 1981 traffic figures.

The four lane highway that extends from Anchorage to Eklutna is able to handle this traffic pressure. However, significant problems arise when the four lanes are reduced to two as the Parks/Glenn crosses the Eklutna Flat to the Palmer-Wasilla "Y". The intersection of the four lane section of the highway with the present two lane funnels traffic. When road conditions are poor, during winter months, this is the scene of several accidents each year, primarily autos sliding off the road. At present this cannot be demonstrated statistically; however, anyone who travels between the Mat-Su Valley and Anchorage would be impressed with

SB 6/SCR 7 Background Information

Page 2

this. Over 200 accidents occurred from 1979 to 1983 in the two lane portion of the highway.

To further impact traffic movement on the Glenn Highway, the Eklutna Flats and the Knik and Matanuska River floodplains are prime moose habitats supporting large populations. These animals create a hazard to motorists which would be reduced somewhat if a four lane divided highway was constructed.

Attached is additional data on traffic counts and accident rates and types for the Glenn Highway provided by the Department of Public Safety.

Glenn Highway: Eklutna - Parks Highway Junction

Built In 1965-1966

Normal Traffic: 1981 ADT 7,400-8,000 no winter counts are available on this segment of the road. (ADT - AVERAGE DAILY TRAFFIC)

Variance between morning and evening:

<u>Station</u>		<u>SB</u>		<u>NB</u>	
Eklutna Bridge	AM	3133	(43%)	2226	(31%) 7/14/82
Eklutna Bridge	PM	4103	(57%)	4749	(69%) 7/14/82
Eklutna Bridge	day	7238		6975	7/14/82
Glenn - S. of Parks Hwy.	AM	2566	(42%)	1826	(30%) 7/14/82
"	PM	3481	(58%)	4190	(70%) 7/14/82
"	day	6047		6016	7/14/82

Both Ways

Old Glenn Junct.	AM	4306	35%	July (13-15), 1982
	PM	7697	65%	
	day	12157	100%	

Park Traffic: At scale house - no data available for subject segment.

State Fair - Friday 8/20/82  
NB 16,021  
SB 15,006

Labor Day - Saturday 9/4/82 (Scale house)  
SB 16,715 (Into town) ANCHORAGE  
NB 18,845

Time Road Closed:

one lane - 3 days last summer/repair of bridge  
two lanes - 3 days - 3 years ago/repair R.R. crossing

No data available for road closures due to accidents.

Accidents: Should have accident data tomorrow.

ACCIDENTS FOR TWO-LANE PORTION OF THE PARKS/GLENN HIGHWAY

	1979	1980	1981	TOTAL
MONTH				
JAN	9	5	2	16
FEB	3	1	3	7
MAR	1	1	3	5
APR	2	1	3	6
MAY	2	1	2	5
JUNE	3	1	0	4
JULY	4	2	3	9
AUG	7	7	2	16
SEPT	2	0	1	3
OCT	2	2	3	7
NOV	4	2	3	9
DEC	5	1	3	9

DEPARTMENT OF PUBLIC SAFETY

POUCH #  
JUNEAU, ALASKA 99811  
PHONE: 465-4322

OFFICE OF THE COMMISSIONER

March 13, 1984

The Honorable Jalmar Kerttula  
Senate President  
Alaska State Legislature  
Pouch V  
Juneau, AK 99811

Dear Senator Kerttula:

At the outset, please accept my apologies for the delay in responding to your letter of February 21, 1984 related to traffic accidents along the Glenn Highway between Anchorage and the Matanuska Valley. The statistical data you requested took longer to obtain and collate as a result of a printer run error.

Your concern was traffic information related to the Glenn Highway from Eklutna Flats, the termination of the four lane highway, to the junction of the Glenn and Parks Highways.

In order to provide some comparable basis, included in the traffic statistics are the number and type of accidents that occurred during the same periods for the area from Boniface intersection to Eklutna.

The statistical information contained in Attachment 1 reflects the total number of accidents, fatalities, injuries, and monetary figures of damages that occurred from 1977 through 1983 along the Glenn Highway between the two aforementioned areas.

Attachment 2 reflects the type of accident codes for those accidents reflected in Attachment 1 for the years 1982 and 1983. As a part of the attachment, also enclosed is a copy of the State of Alaska Police Accident Report Code Sheet, on which the lower right hand corner depicts the description of code numbers indicated.

Attachment 3 indicates the traffic count of vehicles that traveled past the scalehouse on the Glenn Highway for the years 1981 through 1983 as well as the traffic count at Mile 151.5 (Mirror Lake) for 1981 through 1983. It should be pointed out that the counts are average daily counts for

The Honorable  
Jalmar Kerttula

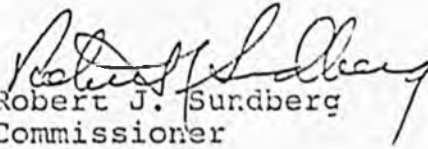
-2-

March 13, 1984

each year and reflect totality of the movement of traffic in both directions.

It is hoped that the information provided meets your needs. As I am sure you are aware, this Department does not collate accident statistic data other than fatalities. The information is collected and collated by the Department of Transportation and Public Facilities, the source from which the enclosed information was obtained.

Sincerely,

  
Robert J. Sundberg  
Commissioner

Attachments: a/s

Attachment 1

GLENN HIGHWAY

Boniface to Eklutna

	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>
Fatalities	8	5	4	2
Injuries	139	115	125	107
Damage	\$546,270	\$382,716	\$438,726	\$371,299
Accident				
Total	305	213	257	312

	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>Total</u> <u>1977 to 1983</u>
Fatalities	2	4	5	30
Injuries	125	151	147	909
Damage	\$517,743	\$734,378	\$877,472	\$3,868,604
Accident				
Total	251	345	301	1,884

Eklutna to Parks Highway

	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>
Fatalities	3	0	1	1
Injuries	37	23	21	20
Damage	\$157,044	\$100,450	\$ 77,051	\$ 61,296
Accident				
Total	39	37	45	31

	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>Total</u> <u>1977 to 1983</u>
Fatalities	0	4	1	9
Injuries	16	40	49	206
Damage	\$ 84,733	\$200,650	\$159,000	\$840,724
Accident				
Total	28	63	52	295

Attachment 2

BONIFACE TO EKLUTNA

<u>YEAR</u>	<u>TYPE</u>	<u>FATAL</u>	<u>INJURY</u>	<u>TOTAL ACCIDENTS</u>
1983	01	1	4	5
	04			2
	05		16	58
	06	2	8	5
	07	1	30	73
	08		14	43
	11		1	1
	12		8	12
	13		1	2
	16		1	1
	17	1	15	22
	18		2	2
	20			1
	21		1	2
	22			2
	23			1
	24			2
	25		9	8
	26			1
	27		8	12
	30		1	2
	40		27	41
	50		1	3
		<hr/>	<hr/>	<hr/>
		5	147	301

BONIFACE TO EKLUTNA

<u>YEAR</u>	<u>TYPE</u>	<u>FATAL</u>	<u>INJURY</u>	<u>TOTAL ACCIDENTS</u>
1982	01		4	4
	05		19	79
	06		4	3
	07	1	40	70
	08	1	19	53
	10			1
	12		3	12
	13		1	1
	14			1
	17		22	40
	18		2	4
	21		1	3
	22			5
	23		1	1
	25		8	8
	26			1
	27		4	14
	30		1	5
	40	2	22	38
	41			1
	60			1
		<hr/>	<hr/>	<hr/>
		4	151	345

EKLUTNA TO PARKS HIGHWAY

<u>YEAR</u>	<u>TYPE</u>	<u>FATAL</u>	<u>INJURY</u>	<u>TOTAL ACCIDENTS</u>
1983	01		1	1
	05		3	8
	06		12	4
	07		6	9
	08		7	8
	09			1
	10	1	3	1
	12			1
	13			2
	17		1	1
	18		1	1
	25		1	1
	27		1	4
	30		2	1
	40		10	8
	50		1	1
		<hr/>	<hr/>	<hr/>
		1	49	52

EKLUTNA TO PARKS HIGHWAY

<u>YEAR</u>	<u>TYPE</u>	<u>FATAL</u>	<u>INJURY</u>	<u>TOTAL ACCIDENTS</u>
1982	04			1
	05		8	13
	06	1	1	2
	07		3	6
	08	2	11	17
	09	1	3	1
	10		1	1
	13		2	2
	16		1	1
	17		7	6
	21			1
	25		1	4
	27			3
	40		2	3
	42			1
	50			1
		<hr/>	<hr/>	<hr/>
		4	40	63

1	<b>INTERSECTION RELATED</b> 1. At Intersection    2. Not At Intersection	<b>APPARENT CONTRIBUTING FACTORS</b> 1. None <b>HUMAN</b> 2. Alcohol Test Given 3. Alcohol/No Test Given 4. Alcohol Suspected Not Proven 5. Backing Unsafely 6. Driver Inattention (Indicate)* 7. Driver Inexperience (Indicate)* 8. Drugs (Illegal) 9. Failure to Yield 10. Fall Asleep 11. Following too Closely 12. Illness 13. Lost Consciousness 14. Passenger Distraction 15. Passing or Lane Usage Improper 16. Pedestrian Error/ Confusion 17. Physical Disability 18. Prescription Medication 19. Traffic Control Device Disturbed 20. Turning Improperly 21. Unsafe Speed 22. Other*	Vehicle 1 Vehicle 1 Vehicle 2 Vehicle 2 Driver 1 Alcohol Test Result Driver 2 Alcohol Test Result	
	<b>PEDESTRIAN ACTION</b> 1. Crossing With Signal 2. Crossing Against Signal 3. Crossing, No Signal, Marked Crosswalk 4. Crossing, No Signal or Marked Crosswalk 5. Walking Along With Traffic 6. Walking Along Against Traffic 7. Emerging in front of/behind carped vehicle 8. Child Getting On, Off School Bus 9. Getting On, Off Vehicle Other than School Bus 10. Pushing/Working On Car 11. Parking in Roadway 12. Playing in Roadway 13. Other Actions in Roadway* 14. Not in Roadway (Indicate)* 15. Alcohol Involvement			<b>VEHICULAR</b> 41. Accelerator Defective 42. Brakes Defective 43. Headlights Defective 44. Other Lighting Defects 45. Oversized Vehicle 46. Steering Failure 47. Tire Failure/Inadequate 48. Low Hitch Defective 49. Windshield Inadequate 50. Other*
	<b>TRAFFIC CONTROL</b> 1. None 2. Traffic Signal 3. Stop Sign 4. Flashing Light 5. Yield Sign 6. Officer/Flagman/Guard 7. No Passing Zone 8. RR Crossing Sign 9. RR Crossing Flashing Light 10. RR Crossing Gates 20. Other*			<b>ENVIRONMENTAL</b> 61. Animals Action 62. Glare 63. View Obstructed/Limited 64. Other*

4	<b>LAND USAGE OF ACCIDENT LOCALITY</b> 1. School/Playground If No School/Playground, Select One Below 2. One/Two Family Residential 3. Apartment Residential 4. Business/Shopping 5. Industrial/Manufacturing 6. Agricultural/Undeveloped 7. Recreational/Park/Camping
---	--

**STATE OF ALASKA  
Police Accident Report  
12-208 Revised 9/77**

\* EXPLAIN IN ACCIDENT DESCRIPTION  
IF A QUESTION DOES NOT APPLY, ENTER  
A DASH (-).  
IF AN ANSWER IS UNKNOWN, ENTER AN 'X'

Direction of Travel

Vehicle 1  
Vehicle 2

5	<b>ROADWAY CHARACTER</b> 1. Straight and Level 2. Straight and Grade 3. Straight and Hillcrest 4. Curve and Level 5. Curve and Grade 6. Curve at Hillcrest
---	--

**PRE-ACCIDENT VEHICLE ACTION**

- Going Straight Ahead
- Making Right Turn
- Making Left Turn
- Making U-Turn
- Starting from Parking
- Starting in Traffic
- Stopping or Stopping
- Stopped in Traffic
- Entering Parked Position
- Parked
- Avoiding Object in Roadway
- Changing Lanes
- Overtaking
- Merging
- Backing
- Sliding
- Out of Control
- Other\*

Vehicle 1  
Vehicle 2  
Vehicle 3

6	<b>ROADWAY SURFACE CONDITION</b> 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other*
---	---

Location of Most Severe Physical Complaint	Type of Physical Complaint
1. Head 2. Face 3. Eye 4. Neck 5. Chest 6. Back 7. Shoulder-Upper Arm 8. Elbow-Lower Arm-Hand 9. Abs/omen/Pelvis 10. Hip-Upper leg 11. Knee-Lower leg 12. Entire Body 13. None	1. Amputation 2. Contusion 3. Internal 4. Minor Bleeding 5. Severe Bleeding 6. Minor Burn 7. Moderate Burn 8. Severe Burn 9. Fracture-Dislocation 10. Contusion- Bruise 11. Abrasion 12. Complaint of Pain 13. None Visible

**LOCATION OF FIRST EVENT**

- On Roadway
- Off Roadway

7	<b>LIGHT</b> 1. Daylight 2. Twilight 3. Dark - Streetlight 4. Dark 5. Rain 6. Snow 7. Sleet/Hail 8. Freezing Rain 9. Fog-Smog 10. Smoke/Fog 10. Other*
---	---

**TYPE OF ACCIDENT**

<b>Collision With</b>	<b>Fixed Object</b>
1. Pedestrian 2. Pericycle 3. Train 4. Animal 5. Moose	13. Bridge/Overpass 14. Building 15. Culvert 16. Curb/Wall 17. Ditch 18. Dredger 19. Parking Meter 20. Traffic Light 21. Light Support 22. Sign Post 23. Utility Support 24. Other Support 25. Embankment 26. Fence 27. Guard Rail 28. Machinery 29. Tree/Shrub 30. Other Object 31. Aircraft

8	<b>WEATHER</b> 1. Clear 2. Cloudy
---	---

<b>MV in Transport</b>	<b>MV in Other Hand</b>
6. Head On 7. Rear End 8. Angle	9. Head On 10. Rear End 11. Angle

**WHICH VEHICLE OCCUPIED**

Enter Vehicle No. 1 - 99 or B, P, O

B. Bicyclist  
P. Pedestrian  
O. Other\*

**Victim's Physical And Emotional Status**

- Apparent Death
- Unconscious
- Semi-conscious
- Incoherent
- Shock
- Conscious

**Injured Taken to:**

- Hospital
- Clinic
- Residence
- Mortuary
- Other
- Unknown

**Injured Taken By:**

- Surface Ambulance
- Air Ambulance
- Police (reg. Veh)
- Private Vehicle
- Helicopter
- Other
- Unknown

**Parked MV**

12. Parked

**How Collision**

- Overtaken
- Front
- Explosion
- Gas Inhalation
- Other\*

**POSITION IN/ON VEHICLE**

- Driver
- 2-7 Passengers
- Riding/Hanging On Outside

**SAFETY EQUIPMENT USED**

- No Restraint Used
- No Restraint Available
- Lap Belt
- Harness
- Lap Belt and Harness
- Child Restraint
- Motorcycle Helmet
- Other\*

**EJECTION FROM VEHICLE**

- Not Ejected
- Partially Ejected
- Ejected

10	11	12	13	14	15	16	17	18	19	20	21
Birth Date	Sex	Eye	Hair	Height	Weight	Build	Complexion	Occupation	Education	Marital Status	Telephone

A	B	C	D	E	F	G	H	I	J	K	L
---	---	---	---	---	---	---	---	---	---	---	---

Attachment 3

Average Daily Traffic Count

Glenn Highway

	<u>1981</u>	<u>1982</u>	<u>1983</u>
Scale House (Mile 138.4)	18,575	22,920	27,954
Mirror Lake (Mile 151.5)	8,456	10,769	13,664

Bill Sheffield, Governor

*Slone*

DEPARTMENT OF TRANSPORTATION  
and PUBLIC FACILITIES  
CENTRAL REGION PLANNING & PROGRAMMING  
Director's Office

4111 AVIATION AVENUE, POUCH 6900  
ANCHORAGE 99502 (TELE 35-185)  
PHONE: 266-1462

April 2, 1984

Re: Glenn Highway Traffic  
and Accident Data

*Zorot*  
*Back up for*  
*Pers.*  
*4/2/84*  
*on to K years*

The Honorable Jalmar Kerttula  
Senate President  
Alaska State Legislature  
Pouch V  
Juneau Alaska 99811

Dear Senator Kerttula:

Commissioner Knapp has requested that I respond to your request for traffic volume and accident data on the Glenn Highway between Eklutna and the Parks Highway.

Traffic Volume

The 20 year average historical traffic growth rate on this highway has been 3.5%. However, the traffic volume on this portion of the Glenn Highway has increased dramatically since 1980 to a 1983 average annual daily traffic of approximately 13,700 vehicles. This traffic volume changes mirror the population changes in the Matanuska - Susitna Borough and Anchorage. The following annual traffic volume percentage changes over the last few years indicate the volatile change in traffic volume over this highway:

<u>Year</u>	<u>Approximate ADT at Mirror Lake</u>	<u>% Change</u>
1983	13,700	27%
1982	10,800	29%
1981	8,400	12%
1980	7,500	-3%
1979	7,750	-2%
1978	7,900	

Compounding the impact of the traffic volume increases on the highway is the 80%/20% directional distribution of this traffic. The distribution places a heavy traffic load on the southbound lane in the morning and the northbound lane in the evening.

Level of Service

In 1983 the increased traffic volume on the existing two lane highway reduced the level of service (LOS) on this highway from "C" to "D". Level of Service "C" is

defined as stable flow while LOS "D" is defined as approaching unstable flow. If the traffic volume increases during 1984 at the rate of the previous 1982 and 1983 increase, the LOS on the existing highway may decrease to an "E" rating during 1984. Level of Service "E" is defined as unstable flow.

At the average 20 year historical growth rate of 3.5% assuming the current 80%/20% directional split, a four lane highway is expected to reach a LOS of "C" by 1998.

#### Accident Data

We currently have accident data through 1982. The accident statistics for the most recent three years follow:

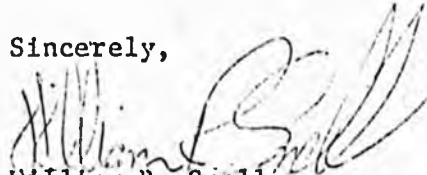
SEGMENT ALONG GLENN HWY	YEAR	# OF ACCIDENTS	ACCIDENT RATE (per million vehicle miles)
Eklutna to Old Glenn Hwy	1980	13	2.47
	1981	5	0.84
	1982	10	1.49
Old Glenn Hwy to Parks Hwy	1980	18	1.20
	1981	22	1.27
	1982	43	2.13

Due to the traffic volume growth rate and the uneven directional distribution on this highway segment, we expect to initially widen this portion of the highway to four lanes and will incorporate provisions for its eventual expansion to a six lane highway.

We expect the project right-of-way acquisition, utility relocation and critical design elements of the project, such as bridge support structures, to be compatible with the eventual requirements for a six lane highway. Funding has been obligated to initiate preliminary engineering on this project.

If you have additional questions on this matter, please contact me.

Sincerely,

  
William R. Snell  
Director

RM/bjf

cc: Richard S. Armstrong, Director, D&C, Central Region  
Ray Gillispie, Legislative Assistant, Office of the Governor  
David W. Haugen, Deputy Commissioner, Central Region  
R. J. Knapp, Commissioner, DOT&PF  
Dan Malick, Acting Deputy Commissioner, Statewide Programs, Juneau  
Paula Ramsey, Budget Analyst/Legislative Liaison, Statewide Programs, Juneau  
Robert J. Sundberg, Commissioner, Department of Public Safety

Bill Sheffield, Governor

DEPARTMENT OF TRANSPORTATION  
and PUBLIC FACILITIES  
CENTRAL REGION PLANNING & PROGRAMMING  
Director's Office

4111 AVIATION AVENUE, POUCH 6900  
ANCHORAGE 99502 (TELEX 25-183)  
PHONE: 266-1462

*Pop over in  
H. fin?*

*Zerox*

April 3, 1984

*Book up for the Reso  
& put into the files (2)  
for S report*

The Honorable Jalmar Kerttula  
President of the Senate  
Alaska State Legislature  
Pouch V  
Juneau, AK 99811

Dear Senator Kerttula:

This letter is in response to your aide's request for traffic count information for the Farm Loop Road and the Old Glenn Highway in addition to the Department's plans for these roads.

Farm Loop Road has an average daily traffic (ADT) count of 180 vehicles. Due to the relatively low traffic volume, improvements to this road are considered a lower priority than for other collector roads with higher traffic volumes, such as Pittman Road and Clark-Wolverine Road. The Department has no current projects planned for Farm Loop Road.

The average ADT on the Old Glenn Highway between the Knik Bridge and Palmer varies from approximately 1000 ADT at the Knik Bridge to 6000 ADT at the junction with South Valley Way. The Department has begun the preliminary engineering and environmental analysis for reconstruction of this highway between the Knik River and Palmer.

The current schedule for this project is:

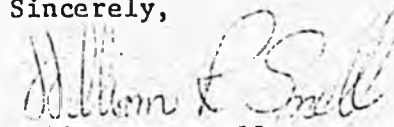
- |   |       |
|---|-------|
| 1. Complete Draft Location Study Report                   | 11/84 |
| 2. Complete Draft Environmental Document                  | 9/85  |
| 3. Hold Location Public Hearing                           | 10/85 |
| 4. Final Location Study Report and Environmental Document | 12/85 |
| 5. Obtain Federal Location Approval                       | 1/86  |

After obtaining federal location approval, additional funding tentatively estimated at \$350,000 will need to be obligated by the Federal Highway Administration for the design of the project, including a materials analysis. This design work is estimated to require approximately 9 months of additional time. At this time, there is no construction funding authorization for the project.

April 3, 1984

Thank you for the opportunity to provide you this information. Please contact me if I can provide additional information.

Sincerely,



William R. Snell  
Director

RM/bjf

cc: Richard S. Armstrong, Director, D&C, Central Region  
Ray Gillispie, Legislative Assistant, Office of the Governor  
David W. Haugen, Deputy Commissioner, Central Region  
Paula Ramsey, Budget Analyst/Legislative Liaison, Statewide Programs

S C R

9



Dept. of Transportation & Public Facilities

# Position Paper

**BILL NO:** SCR 9

**TITLE:** Requesting that the Farm Loop Road in the Mat-Su Borough be upgraded

**APPROVED:**

*J. Knapp*  
J. Knapp  
Commissioner

**DATE:**

April 9, 1984

---

The Department of Transportation and Public Facilities (DOT&PF) would have no problem in upgrading the Farm Loop Road if the \$2.53 million in funding was appropriated by the Legislature. Due to the relatively low traffic volume (average daily count of 180 vehicles), improvements to this road are considered by the DOT&PF to be a lower priority than for other collector roads in the Mat-Su Borough with higher traffic volumes such as Pittman Road and Clark-Wolverine Road.

For more information, contact Paula Ramsey at 465-3900

STATE OF ALASKA 1984 LEGISLATIVE SESSION  
FISCAL NOTE

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

REQUEST

Bill/Resolution No.: SCR 9  
Title: Upgrade Farm Loop Road

Sponsor: Senator Kerttula  
Requestor: \_\_\_\_\_  
Date of Request: 4/9/84

FISCAL DETAIL

Agency Affected: DOT&PF  
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 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING			35.0	35.0	35.0	35.0

CAPITAL		2,530.0				
---------	--	---------	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND		2,530.0	35.0	35.0	35.0	35.0
FEDERAL FUNDS						
OTHER						
TOTAL		2,530.0	35.0	35.0	35.0	35.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Not provided by the sponsor.

ANALYSIS: Attach a separate page for any Analysis

Prepared By: William R. Snell Phone: 266-1462  
Division: Central Region Planning Date: 4/9/84

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

Distribution (by Agency preparing fiscal note):

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

ANALYSIS FOR SCR 9

1. Analysis of the fiscal impact on existing programs.

The DOT&PF could absorb the design and construction functions of this project without fiscal impact on existing programs.

2. Analysis of fiscal impact on new programs or activities.

None

3. Analysis of how the figures in the fiscal note were delivered.

An FY'83 cost estimate by our Design and Construction Division was updated to FY'85 figures. This would provide a paved, 28' wide road, 3 miles in length.

4. Additional information necessary to explain the fiscal note.

There are no funds identified in association with SCR 9. Due to the relatively low traffic volume on this road, the DOT&PF considers improvements to this road a lower priority than for other collector roads in the area with higher traffic volumes.

## SENATE CONCURRENT RESOLUTION # 9: JUSTIFICATION

SCR 9 was introduced in an effort to have the Farm Loop Road in the Matanuska Susitna Valley upgraded by the Department of Transportation and Public Facilities. Farm Loop Road is a state maintained road which is receiving increased traffic pressure due to settlement in the area over the past few years.

The road, one of the original Matanuska Valley Colony roads constructed in 1935, is one of the more scenic routes through the farming area of the Valley near Palmer. Tourist traffic on the road has increased because of the vistas of the mountains and historic farmsteads and cropland.

The Average Daily Traffic on the Farm Loop Road was 180 in 1981. This has increased by 28% to 249 in 1983. Improvements would include widening the road to 28 feet. At present the traffic on the road is two-way; however, in effect, the road is not wide enough to safely carry two-way traffic. The road would further be improved by adding to the sub-base.

The improvements would extend the length of the 2.9 mile road at a cost of \$3,004,100 payable through fiscal year 1987.

DOT/PF Central Region Maintenance and Operations has assigned the upgrade a priority. If improvements are made, maintenance costs will be reduced.

SCR

20

December 21, 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 Huffman 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 DeArmoun.

Sincerely,

Glen Alps Board of Supervisors

Judy Burtner, Chairman (345-1593)  
SRA Box 2393 M  
Anchorage, Ak. 99516

Brooks Wade (345-2282)  
SRA Box 7381 R  
Anchorage, Alaska 99516

Carl Portman (345-1807)  
SRA Box 379 P  
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Bob Kean (345-2098)  
SRA Box 382 V  
Anchorage, Ak. 99516

Niel Thomas (345-1552)  
SRA Box 2393 L  
Anchorage, Ak. 99516

cc: Glen Alps board members, Senator Jan Parks, 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	13" 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

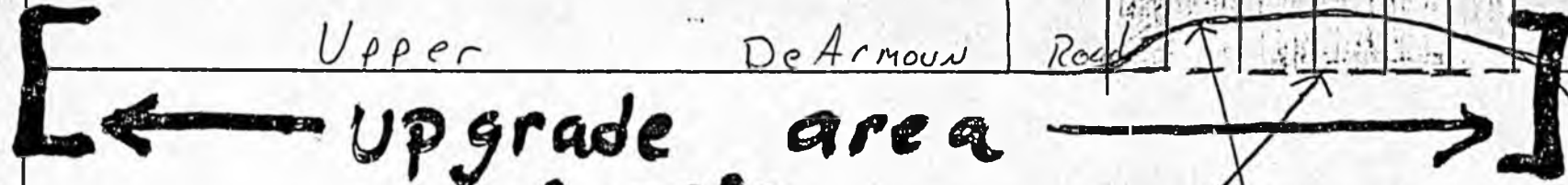
Jeanie Rd

LOTS divided by existing Road

Upper DeArmon Road

View Heights

Canyon Rd



**Upgrade area**  
**1-mile**

existing Road

Proper Road Easement - where new Road should go.

RESOLUTION  
OF THE  
GLEN ALPS BOARD OF SUPERVISORS

WHEREAS, Upper DeArmoun 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 Armoun 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 piecemeal 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