

Toilsome Hill Drive,  
Glen Alps Road  
and Canyon Road Improvements  
Project

MOA PM&E Project No. 07-013

February 12, 2009  
Public Meeting

Project Team

**Municipality of Anchorage, PM&E**

*Todd Jacobson, P.E., MOA Project Manager and PM&E  
Consultant Manager*

**Consultant Team**

*Jim Sawhill, P.E., Contract Manager, Lounsbury &  
Associates*

*Joshua Cross, P.E., Project Manager, Lounsbury &  
Associates*

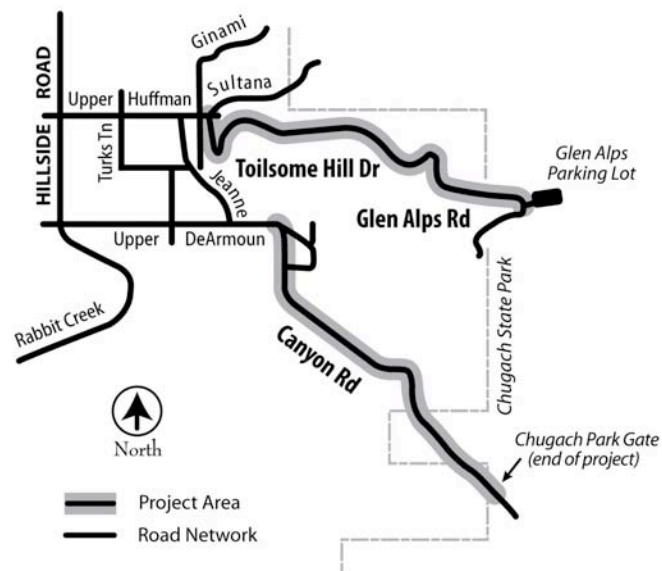
*Pat Butler, P.E., Project Engineer, Lounsbury &  
Associates*

*Anne Brooks, P.E., Public Involvement Coordinator,  
Brooks & Associates*

## Purpose of the meeting

- Provide project background and review what we've learned about the area
- Ask for your help in identifying the full range of issues to consider in the reconnaissance study
- Listen to your comments and ideas
- Brainstorm solutions to the problems
- Answer your questions

## Study area



## What is a reconnaissance study?

- A reconnaissance study
  - Explores an area to gain information, identify deficiencies and determine technically feasible solutions
  - Prioritizes solutions
  - Establishes a plan to achieve solution
  - Provides the Municipality of Anchorage with recommendations that address current and future needs

## What is the schedule?

- The reconnaissance study completion deadline is December 31, 2009

## How is the project funded?

- This study is funded by a State of Alaska grant (\$2.5 million)
  - Some of the money was used by ADNR to pave the Glen Alps parking lot (\$600,000)
  - Some of the money is being used for this reconnaissance study (\$600,000)
  - Approximately \$1.3 million remains to do something

## What are the project challenges?

- Public rights of way do not exist for portions of these roads
- Public money can only be spent in public right of way
- Project is challenged by difficult terrain, maintenance and drainage considerations
- Public dialogue to date has been divided

## Challenge: Lack of right of way

- Public rights of way do not exist for portions of both roads



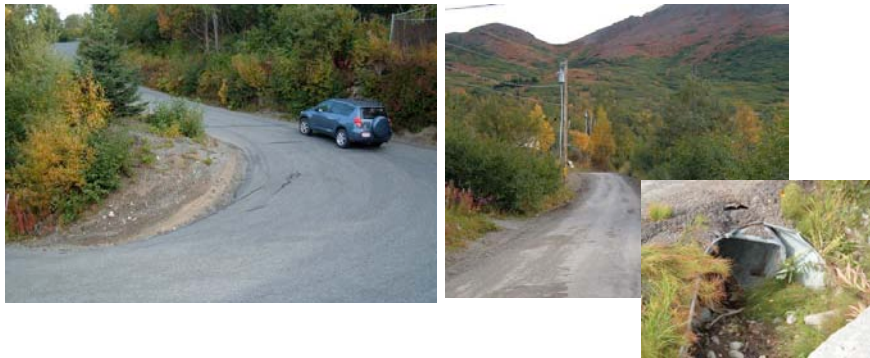
## Challenge: Public funding constraints



- Public money can only be spent in public right of way
- Public money requires construction to municipal standards

## Challenge: terrain and drainage

- Project is challenged by difficult terrain, and maintenance and drainage considerations



## Challenge: How do we proceed

- Toilsome Hill Drive/Glen Alps Road issues are not the same as Canyon Road issues
- To date, public discussions have not yielded agreement on how to proceed
  - No agreement about how to spend funds from this grant
  - No agreement about which problems to tackle first

## Glen Alps Road: existing conditions



Feature	Existing characteristics
Elevation	Start: 1,758 feet End: 2,178 feet
Length	5,069 feet (0.96 miles)
Grade	Maximum: 10% to 12% Minimum: 1%
Width	20-24 feet

## Canyon Road: existing conditions



Feature	Existing characteristics
Elevation	Start: 1,236 feet End: 1,892 feet
Length	9,853 feet (1.86 miles)
Grade	Maximum: 10% to 14% Minimum: 2% to 8%
Width	17-24 feet

## Current cost to maintain roads

### Glen Alps Rural Road Service Area (GARRSA)

- 3 miles of paved road
- 11 miles of gravel roads

Property tax mil levy: 2.75 mils

2007 budget:

\$354,220 (direct budget plus admin)

\$26,258 per mile to maintain area roads

Current fund balance ~ \$160,000

## Challenge: Solutions are costly

- Improving project area roads will be expensive
- Purchase right of way needed to use public funds
- Must meet public road standards
- May result in savings for future maintenance

*Legislative grant acquired when  
oil was selling at \$100/barrel*

## Canyon Road: estimated costs

- For right of way

Right of way width	At \$1 per square foot	At \$2 per square foot
60-feet	\$ 591,200	\$1,182,400
80-feet	\$788,300	\$1,576,500

- For simple paving (two 12-foot lanes, no shoulders)

Low	High
\$471,000	\$706,000

*Note: cannot use public funds without securing public right of way*

## Glen Alps: estimated costs

- For right of way

Right of way width	At \$1 per square foot	At \$2 per square foot
60-feet	\$304,200	\$608,300
80-feet	\$405,600	\$811,100

- For simple paving (two 12-foot lanes, no shoulders)

Low	High
\$242,000	\$363,000

*Note: cannot use public funds without securing public right of way*

## Why is securing right of way important?

- Public funds cannot be used to improve private roads
- Lack of right of way can create road maintenance disputes
- Lack of right of way can hinder fire, police and emergency response
- Public roads are built to higher standard
- Once upgraded, maintenance cost may be less

## Methods to establish right way

- **Outright purchase** — Municipality purchases land from property owner at fair market value
- **Public use easement** — Purchased by municipality or extended by property owner at no cost
- **Eminent domain** — Municipality purchases right of way from property owner through legal process
- **Relocate the road** — Could be accomplished through right of way acquisition methods mentioned above or relocating the road onto public lands.

## Challenge: Defining the scope

- We need your help to identify problems and issues along all three roads
  - Location of reoccurring drainage problems
  - Location of winter icing problems
  - Where is sight-distance a problem?
  - Where do people park, walk, ride bikes or ski near or on the roads?
  - Other problems and issues

## Public process

- We have two planned meetings in the budget
- We will keep information on the project Web site at:  
[www.brooks-alaska.com/GlenAlpsCanyonRds/](http://www.brooks-alaska.com/GlenAlpsCanyonRds/)

## Workshop

- Lets split into two groups and extend the discussion
  - Toilsome Hill Road/Glen Alps Road
  - Canyon Road
  
- We will reserve time at the end to report on each group's findings/discussion

## Other maintenance funding options

- Petition voters to add roads to the Anchorage Roads and Drainage Service Area (ARDSA)
  - Example: Goldenview Drive – voters approved adding this road to the Anchorage Roads and Drainage Service Area. The road is now maintained by ARDSA and paid for by property owners within the ARDSA. Note that the right of way was in place.