



Appendix B

Agency and Public Coordination Records

**Wasilla Main Street Rehabilitation
Environmental Assessment**
Scoping Summary Report

Prepared by:
HDR Alaska, Inc.
2525 C Street, Suite 305
Anchorage, AK 99503

October 2013
Rev. 3

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List of Acronyms and Abbreviations

ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
ANCSA	Alaska Native Claims Settlement Act
APE	Area of Potential Effect
ARRC	Alaska Railroad Corporation
DOT&PF	Alaska Department of Transportation and Public Facilities
EA	environmental assessment
FHWA	Federal Highway Administration
KGB	Knik-Goose Bay
MSB	Matanuska-Susitna Borough
NEPA	National Environmental Policy Act
PSA	public service announcement
ROW	right-of-way
SHPO	State Historic Preservation Officer
SSR	Scoping Summary Report

I. INTRODUCTION

I.1 Project Background

The Alaska Department of Transportation and Public Facilities (DOT&PF), through its Wasilla Main Street Traffic Study (2006) and the Traffic Study Update (2011), has identified the Wasilla Main Street Rehabilitation Project to improve mobility for people and freight within the downtown core of Wasilla. More specifically, the project seeks to:

- Improve travel efficiency
- Reduce congestion
- Enhance safety

Consideration of a project in downtown Wasilla began almost thirty years ago with preliminary planning efforts in the early 1980s. Most recently, a 2006 Traffic Study evaluated alternatives and developed a recommended alternative. The leading alternative is a one-way couplet where the existing Main Street/Knik-Goose Bay (KGB) Road and Yenlo/Talkeetna roadways would become multi-lane, one-way, south- and northbound routes, respectively.

The Federal Highway Administration (FHWA) has identified that an environmental assessment (EA) is the appropriate class of action for this project, in compliance with 1508.9 CEQ. Scoping activities have been used to inform, engage, and solicit comments about this long-standing project. The project has updated the traffic modeling in the 2011 Traffic Study Update report, which continues to support the one-way couplet alternative.

The extent of the improvements include approximately one mile of new/improved roadway for each of the couplet legs. At-grade intersection improvements to Yenlo Street/Parks Highway and Main Street/Parks Highway intersections including two railroad crossings will be necessary. A new traffic signal at the Yenlo Street/Bogard Road intersection will be constructed as well. Right-of-way acquisition and utility relocation will be required along both couplet legs.

I.2 Purpose of Scoping

One of the key purposes of the scoping process is to provide early notification about the project to local governments, regulatory agencies, Alaska Native organizations, and the public. Early participation prevents misconceptions about the project, curtails unnecessary delays in satisfying information requests, and fulfills the requirements of the National Environmental Policy Act (NEPA) process in a cost-effective manner.

This scoping summary report (SSR) has two objectives:

1. To provide a comprehensive, chronological record of the scoping process that took place during the scoping period used to inform the stakeholders and solicit comments.
2. To report the results of the scoping process, including identification of significant issues and comments from stakeholders.

This SSR describes the tools and techniques used in the stakeholder outreach process. It includes a brief description of the project, descriptions of outreach activities, an overview of comments received, and a summary of the issues identified.

2. SUMMARY OF SCOPING ACTIVITIES

This report describes the DOT&PF activities and efforts to notify stakeholders, solicit input and accommodate stakeholder and agency interests regarding the Wasilla Main Street Rehabilitation Project. Scoping activities were conducted from March 2012 through August 2012.

Descriptions of the agency, tribal, and public scoping activities, materials, and implementation are presented below.

2.1 Agency Scoping

On April 19, 2012, DOT&PF sent scoping letters to federal, state, and local agencies soliciting comments regarding the proposed project. The scoping letter package described the project purpose and need, identified the project area, summarized the preliminary environmental research, and requested comments. It included a figure of the project area and an appendix that described preliminary search results. Agency scoping correspondence can be found in Appendix A. The letter was sent to the following agencies:

- Alaska Department of Environmental Conservation (ADEC)
- Alaska Department of Fish and Game (ADF&G)
- Alaska Department of National Resources, State Historic Preservation Officer (SHPO)
- Alaska Railroad Corporation (ARRC)
- City of Wasilla
- Matanuska-Susitna Borough (MSB)
- National Marine Fisheries Service
- National Park Service
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Department of Housing and Urban Development

ADF&G responded that there are no fish streams in the projected area of the project and therefore no fish habitat permit is required. A copy of this response letter can be found in Appendix A. Informal project team meetings with the City of Wasilla and MSB Transportation Planner have indicated support for the project and leading alternative, but no formal response to the scoping letter was provided. The Wasilla Planning Commission and the City Council each passed resolutions supporting the leading alternative in 2006. No other responses have been received.

2.2 Section 106 Consultation

Initiation of consultation letters describing the project, a map of the project area and a map of the preliminary Area of Potential Effect (APE) were sent to the SHPO and the following ANCSA parties, Tribes, and other involved parties on December 5, 2011. The ANCSA parties and Tribes also received a Project Consultation Options Form, to be returned to the FHWA if desired.

- Chickaloon Village Traditional Council (Tribe)
- Chickaloon-Moose Creek Native Association (ANCSA party)
- CIRI, Inc. (ANCSA party)
- Eklutna, Inc. (ANCSA party)
- Knik Tribal Council (Tribe)
- Knikatnu, Inc. (ANCSA party)
- Native Village of Eklutna (Tribe)
- Matanuska-Susitna Borough
- Matanuska-Susitna Borough Historic Preservation Commission
- Alaska Railroad Corporation
- Dorothy G. Page Museum
- Wasilla-Knik Historical Society
- City of Wasilla Historical Preservation Commission

DOT&PF and FHWA conducted a cultural resources survey of the project area and concluded that there would be no historic properties adversely affected by the project. SHPO responded on August 16, 2012, concurring with the FHWA finding that no historic properties will be adversely affected by the project. A copy of the SHPO concurrence letter can be found in Appendix B. No comments were received from any of the other consulted parties, and the consultation process is considered complete.

The Chickaloon Village Traditional Council returned their Consultation Options Form with an indication of no need for further consultation and support of any response from the Knik Tribal Council. A copy of this form can be found in Appendix B. No other recipients responded.

2.3 Public Scoping Activities and Materials

The following section documents the activities and actions that occurred during the scoping process to gather input from the public. Appendix C provides public meeting advertisements, invitations, and materials along with written comments (letters, emails, and comment sheets).

2.3.1 Public Scoping Meeting

A public Open House and Project Kick-Off was held on April 4, 2012 at Fire Station #61 in Wasilla from 6 to 8 PM. The event was designed to introduce the project and its purpose and need, review project history and current status, outline the next steps in the project, and solicit questions from attendees. The recommended alternative and dismissed alternatives were discussed, and information on the 2011 Wasilla Main Street Traffic Study update was presented. A project fact sheet was distributed at the event that included a project description, a map of the proposed project area, and a draft project schedule. A copy of the fact sheet can be found in Appendix C.

The event was promoted through newspaper advertisements in the Wasilla Frontiersman, an event flyer, radio public service announcements, and a postcard. Sixty-four people signed in at the April 4 meeting. A copy of the sign-in sheets can be found in Appendix C.

Newspaper Advertisement

Newspaper ads were published in the *Mat-Su Frontiersman* (March 23 and March 30) announcing the April 4 open house, its location, a basic project description, and a summary of the intent of the meeting. A copy of the ad can be found in Appendix C.

Event Flyer

An event flyer was developed announcing the date, time, and location of the event as well as the planned content of the open house were distributed door to door within the project area. They invited all interested parties to attend, and mentioned the importance of stakeholder input. It included complete contact information for those with questions, and directed readers to the project website. Flyers were distributed to approximately 65 businesses, government offices, and local organizations in Wasilla. A copy of the flyer can be found in Appendix C.

Radio Advertisement

A public service announcement (PSA) was drafted for Wasilla radio stations to invite listeners to attend the April 4 Open House. PSAs ran on both KAYO and KMBQ radio prior to the event. A copy of the PSA text can be found in Appendix C.

Postcard

A postcard was mailed on March 19, 2012, to approximately 2,800 people and businesses in the Wasilla area and Anchorage inviting them to attend the April 4 Open House. The postcard gave the date, time, and location of the event, the planned content of the open house, and a note about the importance of stakeholder input. It included complete contact information and directed readers to the project website. A copy of the postcard can be found in Appendix C.

Earned Media

An article was published on March 26, 2012, in the *Mat-Su Frontiersman* titled “State, Wasilla talk couplet at April 4 open house.” The article, by *Frontiersman* reporter Greg Johnson, described the project purpose and mentioned the upcoming April 4 Open House. It included information on the project status and goals, current problems with traffic in the area, and quotes from Wasilla Mayor Verne Rupright. A photo of Yenlo Street and its significance to the project were included. A copy of the article can be found in Appendix C.

2.3.2 Other Events

The project was presented at the May 29, 2012 Wasilla Chamber of Commerce meeting by Murph O’Brien from HDR and Ron Martindale of Kinney Engineering. Questions and concerns focused on construction impacts, which would be addressed during design and prior to project startup, specific Right of Way impacts and access to their businesses. The Chamber of Commerce has invited the project team to return regularly to answer questions. The PowerPoint presentation slides can be found in Appendix C. This presentation is identical to the April 4 public meeting presentation but includes graphics that were made available as display boards at the public meeting.

On June 28, 2012, project display boards were set up outside the Wasilla Chamber of Commerce luncheon. Murph O'Brien described the project, its status, and answered any questions of meeting participants. The Chamber of Commerce requested the project team to attend about once a month to answer project questions. A brief summary of the project discussion can be found in Appendix C.

On August 9, 2012, a project booth was sponsored at the 5th Annual Mat-Su Transportation Fair, held at the Menard Sports Center in Wasilla. The fair showcased transportation projects and initiatives in the Mat-Su Valley, and was attended by over 400 local residents. The event was sponsored by DOT&PF, ARRC, the City of Houston, the City of Palmer, the City of Wasilla, and the Mat-Su Borough. A flyer was distributed listing all projects represented at the fair, with a diagram of transportation booths and exhibits. A copy of the flyer can be found in Appendix C.

2.3.3 Project Website

The website for the Wasilla Main Street Rehabilitation project was created to include information pertaining to the EA. The website (www.wasillamainstreetproject.com) is hosted on the State of Alaska DOT&PF website and maintained by DOT&PF. The website address was included in all project material (handouts, postcards, newspaper advertisements). The site provided the following information:

- Overview of the project, with a project study area map, and purpose and need description
- Project schedule/timeline
- Public meeting and related documents such as the 2011 City of Wasilla Comprehensive Plan, the 2010–2013 Alaska Statewide Transportation Improvement Program, the 2007 Mat-Su Borough Long Range Transportation Plan, and the Wasilla Main Street 2006 Traffic Study
- Contact information

2.3.4 Mailing List

The project mailing list includes 2,844 names and addresses from businesses, government officials, and the public in Wasilla, Palmer, Anchorage, and cities in Alaska and Outside. The current mailing list was updated in January 2012, and last used to send out the project postcard announcing the April public meeting. At any time, members of the public can request their names be placed on the mailing list through comment sheets, the project website and sign-in sheets at meetings.

3. SCOPING RESULTS: SUMMARY OF COMMENTS

Only one agency responded to the scoping letter. As noted in Section 2.1, ADF&G notified DOT&PF that, because there were no fish streams in the project area, no permit was required.

There were seventeen written comment letters received from the public, all of which came via printed comment forms distributed at the April 4 open house meeting. Three additional comment letters were received via email, one of which was not substantive. The twenty letters contained

43 individual comments which are identified/paraphrased in a summary table in Appendix D. Copies of all twenty comment letters can also be found in Appendix D.

Of the 43 comments, five expressed support for the project and some specifically for the leading alternative. Two comments expressed opposition to the leading couplet alternative. Topics of concern included:

- Parking and access for businesses, including during construction activities (12)
- Desire for pedestrian facilities and crossings, bike paths, sidewalks benches and bus stops (4)
- Desire for a connection for southbound traffic on KGB to access the northbound Talkeetna Street (2)
- Interest in cross street improvements (1)
- Additional traffic lights at project area intersections (4)
- Add beautification and landscaping (3)
- Bisecting personal property, decreasing value (1)

Several of the comments identified existing project components that were not properly identified in project graphic displays at the public meeting. These project graphics were corrected for later meetings and presentations. Parking, driveway access, access during construction, pedestrian facility details, and beautification efforts will be addressed during project design phase.

DOT&PF responses to each substantive comment are noted in the comment summary table in Appendix D.

Appendix A
Agency Scoping Correspondence

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0539
FAX: (907) 243-6927

April 19, 2012

Subject: Wasilla Main Street
Rehabilitation Project
Project No. STP-0001(408)/60077

Re: Request for Agency Scoping
Comments

Dear Agency Representative:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA) is soliciting comments and information on a proposal to rehabilitate Main Street and nearby roadways in downtown Wasilla, Alaska. The proposed Wasilla Main Street Rehabilitation project, which is located in Section 10, Township 17 North, Range 1 West, Seward Meridian, consists of improvements and traffic pattern changes to Main Street, Knik Goose Bay (KGB) Road, Yenlo Street, and Talkeetna Street in downtown Wasilla (See [Figure 1](#)).

Project Background and History

For three decades, the Alaska Department of Transportation and Public Facilities (DOT&PF), the City of Wasilla, the Mat-Su Borough, and other interested parties have been discussing the need for improvements at the intersection of Main Street and KGB Road where they meet the George Parks Highway and the Alaska Railroad Corporation (ARRC) mainline in downtown Wasilla. Main Street/ KGB Road is the critical north-south link in downtown traffic circulation, as it is the only north-south roadway crossing the ARRC mainline in downtown Wasilla. Over the years, the growing population, traffic, and limited north/south options has overburdened the road system and increased the demand for travel crossing the highway. The growth and discontinuous layout of the road system aggravate congested conditions. The at-grade railroad crossing at the KGB Road just south of the Parks Highway further exacerbates traffic issues in Wasilla.

The proposed project has been identified in a number of planning documents. The 2012-2015 Alaska Statewide Transportation Improvement Program (STIP) calls for improvements at Wasilla-Fishhook Road/Main Street in the form of developing a one-way couplet in downtown Wasilla, bounded by Bogard Road to the north, just north of where the KGB Road meets the Palmer-Wasilla Highway to the south and Yenlo/Talkeetna Streets to the east. The STIP indicates that the project is needed to “mitigate traffic congestion in downtown Wasilla, and is the initial effort to begin addressing the capacity and safety needs of the KGB corridor.” The 2007 MSB Long-Range Transportation Plan (LRTP) calls for improvements at the KGB Road/railroad crossing. The City of Wasilla, in its approved 2011 Comprehensive Plan, also identified the Main Street-KGB Road-Yenlo Street couplet as a future transportation project that is needed.

"Get Alaska Moving through service and infrastructure."

An Environmental Assessment (EA) was prepared in 1993 and a re-evaluation of that EA was prepared in 2003. Due to a number of reasons, the project was put on hold. To provide an interim solution, in 2001, Main Street was converted to a three-lane road with a travel lane in each direction and a two-way center left turn lane.

Over the past several months, DOT&PF and its consultant team began a number of technical and field studies in the proposed project vicinity. The studies include updating a 2006 traffic study, a cultural resources survey, a noise analysis, a Phase I contaminated sites analysis, and a conceptual relocation study.

Purpose and Need

The purpose of the proposed project is to improve mobility for people and freight in downtown Wasilla by addressing the following needs:

- **Travel Efficiency**
- **Congestion**
- **Safety**

Improvements Currently Under Consideration

Based on the recommended alternative in a 2006 traffic study, the leading design concept is to create a one-way couplet configuration, whereby Main Street would become a three-lane, one-way southbound route and Yenlo Street and Talkeetna Street would become a two or three lane, one-way northbound route. Other proposed improvements include:

- Approximately one mile of new and improved roadway for each of the two-lane couplet routes.
- At-grade intersection improvements to Yenlo Street/Parks Highway and Main Street/Parks Highway intersections (including two railroad crossings and traffic signals).
- New traffic signals as needed.
- Right-of-way acquisition and utility relocation along both couplet routes.
- Pedestrian Facilities

Existing Site Conditions

The project area is located in a mixed residential and commercial area in downtown Wasilla. The project area is generally bounded by the Main Street/KGB Road corridor to the west and the Yenlo Street/Talkeetna Street corridor to the east and from where the KGB Road and the Palmer-Wasilla Highway meet to the south and Bogard Road to the north.

In the project area, the KGB Road begins at the intersection with the Palmer-Wasilla Highway and extends north to the Parks Highway approximately 3,600 feet. North of the Parks Highway, the road becomes Main Street and continues approximately 1,500 feet where it ends at its intersection with Bogard Road.

The ARRC mainline track intersects the KGB Road about two car-lengths south of the Parks Highway/KGB Road intersection, which causes safety concerns as traffic has increased. The ARRC tracks and the Parks Highway are major east-west facilities that tend to inhibit the north-south vehicular movements in and around the City of Wasilla.

Request for Scoping Comments

FHWA determined the appropriate level of environmental document for the proposed project is an EA. We have conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity. This information is contained in [Appendix A](#) and is attached as a link below. Also below are links for each federal, State and local agency from which the DOT&PF is requesting comments and information. These links contain a list of questions that pertain to your agency. To ensure that all factors are considered in the development of the proposed project, please provide your written comments, recommendations, and the additional requested information to our office no later than May 21, 2012.

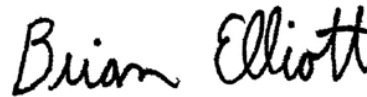
At this time, a formal agency scoping meeting has not been scheduled. The project team is available to meet with your agency if you would like to schedule a one-on-one meeting.

If you have any questions and/ or comments, please forward them to DOT&PF's Project Manager Kelly Petersen (kelly.petersen@alaska.gov) at 907-269-0546 or myself at 907-269-0539 (brian.elliott@alaska.gov).

We request your comments no later than May 21, 2012.

- [ADEC](#)
- [ADFG](#)
- [ADNR-SHPO](#)
- [ARRC](#)
- [NMFS](#)
- [USNPS](#)
- [USFWS](#)
- [USEPA](#)
- [USACE](#)
- [City of Wasilla](#)
- [Matanuska Susitna Borough](#)

Sincerely,



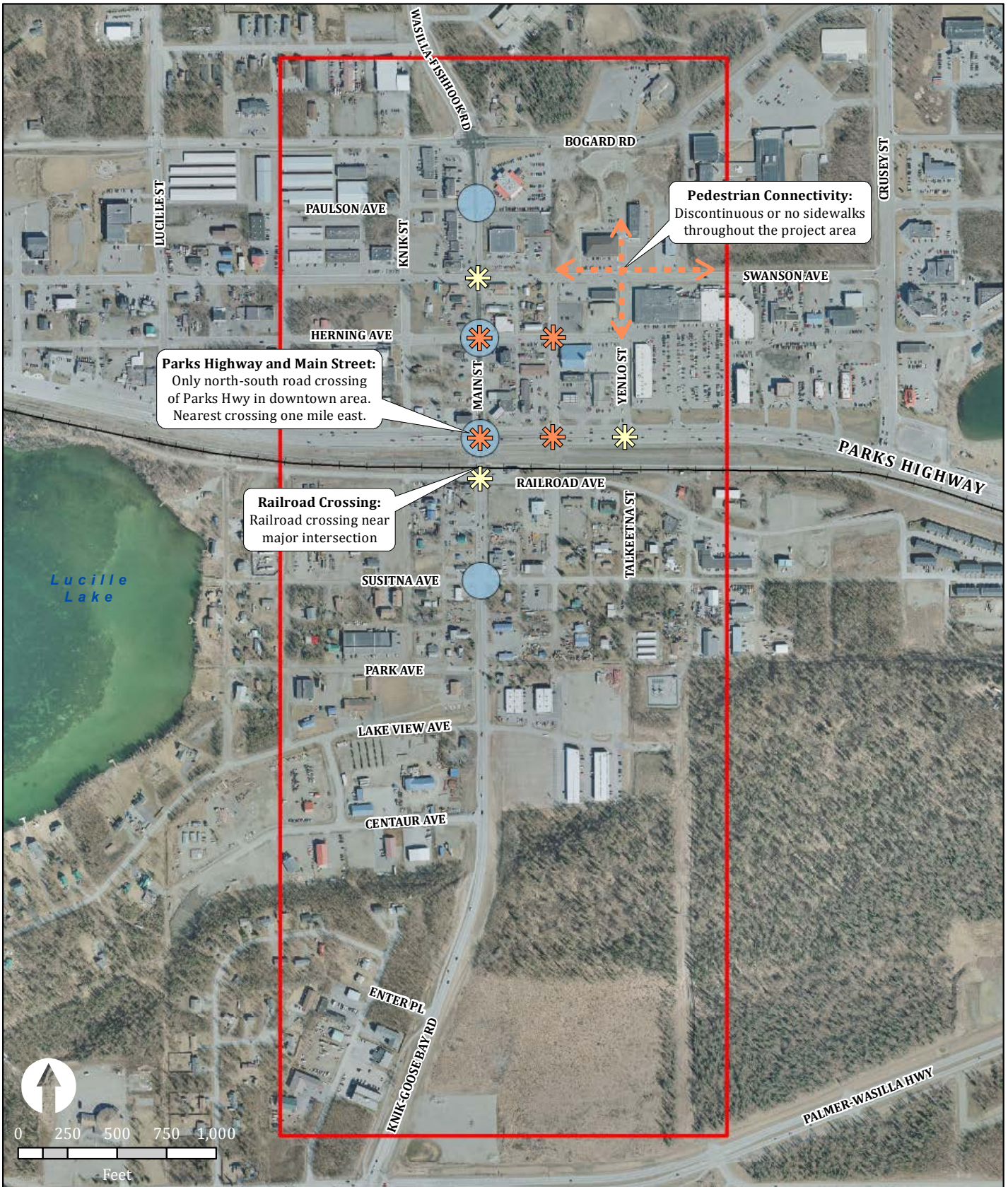
Brian Elliott, Environmental Manager
DOT&PF Central Region

Enclosures: [Figure 1: Identified Issues](#)
[Appendix A: Preliminary Research Results](#)






cc: Christopher W. Riley, P.E., FHWA Central Region Area Engineer
Kelly Petersen, P.E., DOT&PF Project Manager
Murphy O'Brien, HDR Alaska, Inc. Consultant Project Manager

Contacted agencies:

- | | | |
|----------------------------------|-----------------------|------------------------|
| ADEC, Cindy Heil | MSB, Brad Sworts | USACE, Victor Ross |
| ADEC, William Ashton | MSB, John Moosey | USEPA, Jennifer Curtis |
| ADF&G, Michael Bethé | MSB, Fran Seager-Boss | USFWS, Maureen deZeeuw |
| ADNR, SHPO, Judith Bittner | NMFS, Jeanne Hanson | USFWS, Ann Rappoport |
| ARRC, Tom Brooks | NPS, Glen Yankus | USHUD, Carma Reed |
| City of Wasilla, Archie Giddings | NPS, Joan Darnell | |
| City of Wasilla, Vern Rupright | NPS, Paul Hunter | |



LEGEND

-  Intersection has Critical Crash Rate
-  Intersection has Higher than Average Crash Rate
-  Failing LOS by 2035
-  Railroad
-  Project Area

WASILLA MAIN STREET REHABILITATION

IDENTIFIED ISSUES

Projection: AK Stateplane Zone 4, NAD 83 ft
 Aerial Image: May 3, 2010, Kodiak Mapping, Inc.
 Date: March 20, 2012

APPENDIX A: Preliminary Research Results

Historic, Archaeological, and Cultural Properties

A literature review and built environment survey of the project study area was conducted in Fall 2011. As a result of the literature review, 15 previously recorded sites were identified within or in close proximity to the project's Area of Potential Effect (APE). The field investigation identified an additional 18 buildings as being at least 45 years of age, for a total of 33 potentially historic buildings in the APE.

All identified buildings and previously recorded, unevaluated sites were evaluated for eligibility for listing in the National Register of Historic Places (NRHP). In summary, six buildings located in the APE are listed or recommended as eligible for listing in the NRHP: sites were identified as being located within or near the project's preliminary area of potential effect (APE). The majority of these sites are located within the Frontier Village Historical Park, which is adjacent to the Dorothy Page Museum on Main Street. The 6 sites are:

1. ANC-00088 Wasilla Depot, located adjacent to the Parks Highway and Knik Goose Bay (KGB) Road
2. ANC-00114 Teeland's Country Store (also known as Herning's), located between Main Street and Yenlo Street in the northern portion of the APE
3. ANC-00135 Wasilla Community Hall (Wasilla Museum), located within Frontier Village Historic Park
4. ANC-00293 Wasilla Elementary School (First Wasilla School), located within Frontier Village Historic Park
5. ANC-3566 322 North Main Street
6. ANC-3568 350 East Swanson Avenue

In accordance with the National Historic Preservation Act, consultation with the State Historic Preservation Office, tribal entities, and other consulting parties will be conducted.

Wetlands and Other Waters of the U.S.

There are no wetlands in the project area. According to Matanuska Susitna Borough (MSB) wetlands mapping, the closest wetlands is 2,035 feet to the southwest. The project area is located between Wasilla Lake and Lucille Lake, both 1,635 feet and 1,345 feet away, respectively. At this time, neither wetlands nor waters of the U.S. are expected to be directly impacted; no work in or discharge of fill material would be placed below ordinary high water.

Anadromous Fish Streams and Essential Fish Habitat (EFH)

The Alaska Department of Fish and Game (ADF&G) *Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* does not list any major anadromous fish streams in the project area. EFH does not occur in the project area.

Wildlife

Due to the minor amount of natural habitats in the project area, likely few vertebrate wildlife species use the area. Species most likely to occur in the undeveloped area include moose, snowshoe hare, northern red-backed vole, Cinereus shrew, pygmy shrew, Canada goose, Mew gull, Downy woodpecker, Hairy woodpecker, Black-billed magpie, Common raven, Tree swallow, Violet-green swallow, Black-capped

chickadee, American robin, Yellow-rumped warbler, Dark-eyed junco, and Common redpoll. According to ADF&G, some of these have been identified as State of Alaska "Species of greatest conservation need." According to U.S. Fish and Wildlife Service (USFWS) listings, it is unlikely birds that are identified as a USFWS Bird of Management Concern or Bird of Conservation Concern occur in the project area.

Bald Eagles

The Bald and Golden Eagle Protection Act provides for the protection of the bald eagle and the golden eagle by prohibiting, except under certain specified conditions, the taking, possession, and commerce of such birds. The USFWS developed the National bald eagle management guidelines in May 2007, which should be followed to comply with the Eagle Act. A survey conducted by the USFWS in 2003 did not document any bald eagle nests. An aerial survey for bald eagle nests should be done prior to construction.

Threatened and Endangered Species

Based on review of USFWS and ADF&G range maps and general habitat preferences, no bird species listed as threatened, endangered, proposed, or candidate under the federal Endangered Species Act or endangered under Alaska Statute 16.20.190 occur in the Project area. In addition, no USFWS- or National Marine Fisheries Service-designated critical habitat exists within the study area based on a review of USFWS and National Oceanic and Atmospheric Administration websites.

State Refuges, National Wildlife Refuges, Critical Habitat Areas and Sanctuaries

There are no State Refuges, Wildlife Refuges, Critical Habitat Areas or Sanctuaries in the project area, according to MSB GIS mapping. In the region, there are the following three state refuges: Susitna Flats, Palmer Hay Flats, and Goose Bay. These are located 25 miles to the southwest, 2.5 miles to the south, and 19 miles to the southwest of downtown Wasilla, respectively.

Navigable Waters

A review of the U.S. Army Corps of Engineers Alaska District's List of Navigable Waters web page on November 4, 2011 indicated there are no navigable waters within the project area.

Receiving Waters and Impaired Water Bodies

The project area is located within Lucille Creek and Cottonwood Creek watersheds. Lake Lucille is listed as water quality impaired on the State of Alaska's 303(d) List. Lake Lucille is listed as a Category 4a water body, which means it is impaired but does not need a Total Maximum Daily Limit (TMDL), and/or a TMDL has been completed. Cottonwood Creek, which flows through Wasilla Lake east and south of the project area, is listed as a Category 5 impaired water body on the State of Alaska 303(d) List.

Contaminated Sites, Spills and Underground Storage Tanks

A Phase I Environmental Site Assessment (ESA) has been prepared for this project to identify sites that are or could potentially be contaminated with hazardous materials. The Phase I ESA included a records review, historical aerial photograph review, and a visual evaluation of the Project Area grounds. A search of the Alaska Department of Environmental Conservation (ADEC) databases and a visual evaluation of the project area occurred in the summer of 2011. Personnel at the City of Wasilla and ADEC were also contacted.

The ESA identified one on-site recognized environmental condition (REC). Surface stains observed on Talkeetna Street within the project area were noted during the aerial photograph review. The impact or source of the staining is unknown, but may require cleanup of the surface-stained soils. While there are no “active” LUST sites or “open” contaminated sites in or adjacent to the project area, there are two active filling stations within 90 feet. A Tesoro filling station is located adjacent to Main Street, at 211 N. Main Street. A Holiday filling station is located 90 feet west of Yenlo Street, at 225 N Boundary Street. These sites constitute a REC due to their past documented releases of petroleum hydrocarbons and the potential for future releases.

Flooding/Flood Plain Management

According to Federal Emergency Management Agency Flood Insurance Rate Maps, the proposed project area is outside of the 100-year flood boundary.

Coastal Zone Management

As of July 1, 2011, the authorities of Alaska Coastal Management Program were repealed. As of that date, related regulations and the local coastal management plans are without statutory authority and therefore unenforceable. While some boroughs are continuing to implement their coastal district enforceable policies at a local level, MSB staff said they no longer reviewing projects for consistency with the MSB coastal management plan or enforceable policies.

State Parks

There are no State Parks in the project area.

Wild and Scenic Rivers

The National Wild and Scenic Rivers Website was viewed on September 20, 2011; there are no wild and scenic rivers in the project area.

Air Quality

A review of the U.S. Environmental Protection Agency Non-attainment Areas for Criteria Pollutants in Alaska on November 4, 2011 indicated that the proposed project is not located within a non-attainment or maintenance area.

Noise

A noise impact can occur when noise levels are unacceptably high or when a proposed highway project will substantially increase the existing noise environment. If impacts are identified, than abatement measures are considered. A traffic noise analysis will be completed to assess and evaluate any highway and construction noise impacts according to DOT&PF noise policy and federal noise standards for federal-aid highway projects.

STATE OF ALASKA

DEPARTMENT OF FISH AND GAME

DIVISION OF HABITAT

SEAN PARNELL, GOVERNOR

1800 Glenn Highway, Suite 6
Palmer, AK 99645-6736
PHONE: (907) 861-3200
FAX: (907) 861-3232

FISH HABITAT CASE NUMBER FH-12-IV-0263

May 17, 2012

Ms. Angela Hunt
Alaska Department of Transportation
4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900

Re: Scoping Comments Project No. STP-0001(408)/6007

Dear Ms. Hunt:

The Alaska Dept. of Fish & Game, Division of Habitat has reviewed you plans for upgrading Wasilla-Fishhook Road/Main Street in the form of developing a one-way couplet in downtown Wasilla. The improvements will be bounded by Bogard Road to the north and to the south where KGB Road meets the Palmer-Wasilla Highway and Yenlo/Talkeetna Streets to the east. This project is necessary to mitigate traffic congestion in downtown Wasilla and represents an initial effort to address traffic capacity and safety needs of the KGB corridor.

The project area is located in a mixed residential/commercial area in downtown Wasilla. There are no specified fish streams or resident fish streams in the projected area of the project, therefore a Fish Habitat Permit is not required pursuant to the Fish Passage Act (AS 16.05.841) or the Anadromous Fish Act (AS 16.05.871)

If you have any questions, please contact me at mike.bethe@alaska.gov or by phone at (907) 861-3202. Thank you for the opportunity to comment on the referenced project.

Sincerely,



Michael L. Bethe, Habitat Biologist
Division of Habitat
(907) 861-3200

cc: A. Ott, Habitat D. Massey, AWT M. Agnew, AWT
B. Swarts, MSB Archie Giddings, City of Wasilla

Date: 5/24/12
Proj. #: 60077

Preliminary Design & Environmental	PREP	PDF
Section Chief		
Permit Review		
Public Review		
Final Review		
Approval		
Project File		



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Anchorage Fish & Wildlife Field Office
605 West 4th Avenue, Room G-61
Anchorage, Alaska 99501-2249

In reply refer to:
AFWFO

November 1, 2012

Re: Section 7 Consultations in Anchorage and the Matanuska-Susitna Area

Dear Agency Representative:

Thank you for your recent request for section 7 consultation pursuant to the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq., ESA). You have requested a species list or concurrence with a determination of effects on species listed by the U.S. Fish and Wildlife Service (FWS) as threatened or endangered. The activity you propose is to occur in the Anchorage and/or Matanuska-Susitna area (AMS). The purpose of this letter is to notify you that the Anchorage Fish and Wildlife Field Office (AFWFO) is modifying our procedure for responding to section 7 consultation requests for proposed activities occurring in the AMS.

Until now, the AFWFO has reviewed and responded to section 7 requests for projects occurring in the AMS. However, due to decreased staff resources, our office will no longer respond to such requests. At this time, no federally listed or proposed species or designated or proposed critical habitat under FWS jurisdiction occur in the AMS. Section 7 of the ESA, and our implementing regulations, require that for federally executed (funded, authorized, etc.) activities, our concurrence is required when it is determined that the activity *may affect* a listed endangered or threatened species or critical habitat. Concurrence is not required for activities that will have *no effect* on listed species. Because no listed species under FWS jurisdiction occur in the AMS area, it is reasonable to conclude that proposed projects confined to the AMS will have no effect.

To document your compliance with section 7 requirements for a FWS trust species, simply visit our consultation website (<http://alaska.fws.gov/fisheries/fieldoffice/anchorage/endangered/consultation.htm>) and verify that the effects (direct, indirect, and interrelated and interdependent) of your project are confined to the AMS. The website includes a distribution map of listed species in Southcentral Alaska. You will also find other useful information to guide you in making the correct determination of effects. Please remember that if project plans change or new species are listed, your determination of effects may change. It is the responsibility of the action agency to reconsider potential effects and reinitiate section 7 consultation as appropriate. You should still contact the National Marine Fisheries Service to determine whether projects in the AMS area could affect any listed species under their jurisdiction.

Thank you for your understanding, and please don't hesitate to contact me at (907) 271-1467 with questions or concerns regarding Alaska's endangered and threatened species.

Sincerely,

Ellen W. Lance
Endangered Species Branch Chief

From: deZeeuw, Maureen [maureen_dezeeuw@fws.gov]
Sent: Wednesday, November 28, 2012 3:41 PM
To: Smith, Linda
Cc: Kimberly Klein
Subject: Re: Wasilla Main St project: T&E Species

Hello Linda,

I apologize for our slow response. No, there are no federal endangered or threatened species in the vicinity of the Wasilla Main Street Improvements Project. Please let me know if you have additional questions.

Sincerely,
Maureen de Zeeuw

On Thu, Nov 15, 2012 at 3:05 PM, <Linda.Smith@hdrinc.com> wrote:

Maureen,

DOT&PF and FHWA are preparing an Environmental Assessment for the Wasilla Main Street Improvements project in downtown Wasilla, AK. We sent an agency scoping letter in April, 2012 but did not receive any response from USFWS.

We state in the scoping package (please see attachment for the letter and figure) that we had not identified any species listed as threatened, endangered, proposed or candidate under the federal Endangered Species Act or endangered under Alaska Statue 16.20.190 in the project area. We also did not identify any USFWS or NMFS-designated critical habitat within the study area.

DOT&PF would appreciate a response from USFWS to concur that no listed species or designated habitat is present. Responding to this email would suffice for our documentation needs. If this statement is in error, we would also appreciate knowing as soon as possible to start additional consultation procedures with your agency.

Thank you,
Linda Smith

From: Griswold, Keith - NRCS, Wasilla, AK [mailto:keith.griswold@ak.usda.gov]
Sent: Tuesday, December 04, 2012 10:04 AM
To: Smith, Linda
Subject: RE: Wasilla Main Street: Request for CPA-106

If you have deemed it not necessary to obtain the signature, that is your call. I only have to report the CPA-106 to my agency to comply with FHWA.

Thanks

Keith Griswold
District Conservationist, NRCS

From: Smith, Linda [mailto:Linda.Smith@hdrinc.com]
Sent: Tuesday, December 04, 2012 9:56 AM
To: Griswold, Keith - NRCS, Wasilla, AK
Subject: RE: Wasilla Main Street: Request for CPA-106

Thanks Keith.

Looking at the form and assigning the max value of points for the questions that may be relevant, I estimated about 25 points (It would probably be more like 5 points).

Given that NRCS assigned 27 out of 100, it would seem that the project is well below the 160 point threshold for minimum protection.

Per FHWA guidance, if their section (Part VI) is under 60, they don't even submit the forms.

That said, it looks like 7CFR658.4 wants FHWA to fill it out for your agency's reporting purposes. It is not insignificant for DOT&PF to get FHWA's signature on things, so we wanted to check with you how to close the matter.

Thanks,
Linda

From: Griswold, Keith - NRCS, Wasilla, AK [mailto:keith.griswold@ak.usda.gov]
Sent: Friday, November 30, 2012 8:05 AM
To: Smith, Linda
Subject: RE: Wasilla Main Street: Request for CPA-106

Linda, here is the form with my part that is completed. Some other agency will have to fill out the remainder of the form. Once the other entity has filled out the remainder of the form and signed/dated, please send me a copy.

Thanks

Keith Griswold
District Conservationist, NRCS
1700 E. BOGARD ROAD, SUITE 203, BLDG. A
WASILLA, AK 99654

(907) 373-6492 ext 101

(907) 315-5054 cell

(907) 373-7192 fax

From: Smith, Linda [<mailto:Linda.Smith@hdrinc.com>]

Sent: Thursday, November 15, 2012 10:23 AM

To: Griswold, Keith - NRCS, Wasilla, AK

Cc: OBrien, Murph; Elliott, Brian A (DOT)

Subject: Wasilla Main Street: Request for CPA-106

Keith,

Attached is the roadway design file in ESRI shapefile format for the proposed Wasilla Main Street project.

With this email, DOT&PF is requesting a CPA-106 impact assessment.

Please call or email me if you have any questions about the project or the attached files.

Thanks,

Linda

LINDA SMITH

M.S.

HDR Alaska, Inc.

Environmental Planner

2525 C Street, Suite 305 | Anchorage, AK 99503

907.644.2000 | Direct: 907.865.2207

Linda.Smith@hdrinc.com | hdrinc.com

This electronic message contains information generated by the USDA solely for the intended recipients. Any unauthorized interception of this message or the use or disclosure of the information it contains may violate the law and subject the violator to civil or criminal penalties. If you believe you have received this message in error, please notify the sender and delete the email immediately.

Smith, Linda

From: Smith, Linda
Sent: Thursday, November 15, 2012 2:32 PM
To: 'alex.strawn@matsugov.us'
Subject: Wasilla Main St project: Floodplain Consultation

Alex,

I'm sending this email to summarize the phone conversation we had earlier this afternoon. We discussed the Wasilla Main Street Improvement project, whose project area is covered by FEMA FIRM Panels 8080E and 8085E.

You confirmed that the project area is contained in Zone X, which means the project area is outside the 0.2% floodplain. You informed us that this means that the project is not within a regulatory floodplain and would not adversely impact a floodplain. As such, no Flood Hazard Development permit would be required for the project.

Thank you for the information. I'd appreciate you confirming this record of conversation, or correcting any inaccuracies by email.

- Linda Smith

LINDA SMITH
M.S.

HDR Alaska, Inc.
Environmental Planner
2525 C Street, Suite 305 | Anchorage, AK 99503
907.644.2000 | Direct: 907.865.2207
Linda.Smith@hdrinc.com | hdrinc.com

Appendix B
Section 106 Consultation Correspondence



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

December 05, 2011

P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

In Reply Refer To:
STP-0001(408)/6007

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 99501

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to rehabilitate Main Street and nearby roadways in downtown Wasilla, Alaska. The Wasilla Main Street Rehabilitation project, which is located in Section 10, Township 17 North, Range 1 West, Seward Meridian, consists of improvements and traffic pattern changes to the Main Street/Knik Goose Bay Road, Yenlo Street, and Talkeetna Street in downtown Wasilla (see Figure 1). For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Project Description

The project is early in its development stage, however DOT&PF has prepared a traffic study that identifies a recommended alternative for design. The leading alternative is a one-way couplet whereby the existing Main Street/Knik Goose Bay Road would become a two-lane, south-bound route and Yenlo Street and Talkeetna Street would become a two-lane, north-bound route. The extent of the improvements include approximately one mile of new/improved roadway for each of the two-lane couplet legs. At-grade intersection improvements to Yenlo Street/Parks Highway and Main Street/Knik Goose Bay Road/Parks Highway intersections (including two railroad crossings) would be necessary. A new traffic signal at the Yenlo Street/Bogard Road intersection would be constructed as well. Right-of-Way acquisition and utility relocation would be required along both couplet legs. The types of impacts associated with the project are unknown, but not anticipated to be significant under the National Environmental Policy Act (NEPA). As such, DOT&PF has secured a class of action determination from FHWA of an Environmental Assessment (EA) for this project.

Preliminary Area of Potential Effect

Based on previous consultation between DOT&PF and your office (May 19, 2011), we have identified a preliminary Area of Potential Effect (APE) (Figure 2). The preliminary APE includes the project footprint and staging areas for equipment and materials, and takes into account potential noise and visual effects, as well as changes in traffic patterns which may occur as a result of the project. Material sources have not yet been identified however material will likely come from commercially available sources.

Preliminary Efforts to Identify Historic Properties

The Alaska Heritage Resources Survey (AHRS) database and records at the Office of History and Archaeology (OHA) were researched on August 8, 2011, and 16 AHRS sites were identified as being located within or near the project's preliminary APE (Table 1). The majority of these sites are located within Frontier Village Historic Park (Figure 2), and five of these sites are listed in the National Register of Historic Places (NRHP). Windshield surveys conducted on August 11, 2011, identified additional potentially historic buildings within the preliminary APE that have not been previously recorded in the AHRS. Additional reconnaissance and intensive survey to identify and evaluate potential historic properties within the preliminary APE will be conducted by HDR Alaska, Inc., in the fall of 2011.

Table 1. List of AHRS Sites within the Preliminary Area of Potential Effect

AHRS Number	Site Name	National Register Eligibility Status
ANC-00088	Wasilla Depot	Listed in the NRHP
ANC-00114	Teeland's Country Store	Listed in the NRHP
ANC-00135	Wasilla Community Hall (Wasilla Museum)	Listed in the NRHP
ANC-00288*	Frontier Village Historic Park	Not Evaluated
ANC-00293*	Wasilla Elementary School (First Wasilla School)	Listed in the NRHP
ANC-00438	Wasilla Gravesite	Not Eligible for the NRHP
ANC-00456	Woodward Cabins	Not Eligible for the NRHP
ANC-00469	Wasilla Roadhouse	Not Evaluated
ANC-00471	Wasilla Section House	Not Evaluated
ANC-00680*	Wasilla's First Library	Not Evaluated
ANC-00681*	Second Post Office	Not Evaluated
ANC-00682*	Paddy Marion Cabin	Not Evaluated
ANC-00683*	Blacksmith Shop	Not Evaluated
ANC-00684*	Trench Cabin	Not Evaluated
ANC-00685*	Old Teeland House	Not Evaluated
ANC-00765	Maurine Cabin Site (Dodsons Cabin Site)	Not Evaluated

* Denotes resources located within the Frontier Village Historic Park

Consultation Efforts

We are consulting with the following parties for this project: the State Historic Preservation Officer (SHPO); the Matanuska-Susitna Borough (and MSB Historic Preservation Commission); the Alaska Railroad Corporation; the Dorothy Page Museum; the Wasilla-Knik Historical Society; the City of Wasilla Historical Preservation Commission; the Knik Tribal Council; the Native Village of Eklutna; the Chickaloon Village Traditional Council; Cook Inlet Region, Inc.; Knikatu, Inc.; Chickaloon-Moose Creek Native Association, Inc.; and Eklutna, Inc.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at (907) 586-7429, or by e-mail at chris.w.riley@dot.gov. However, I encourage you to include the DOT&PF Regional Environmental Manager so that your comments and concerns may be immediately directed to project development. The point of contact is:

Brian Elliott, Central Region Environmental Manager
Alaska Department of Transportation and Public Facilities
P.O. Box 196900
Anchorage, AK 99519-6900
(907) 269-0539
brian.elliott@alaska.gov

We request your input on our proposal so that we can incorporate your concerns into project development. Your timely response will greatly assist our compliance efforts and the preparation of any required environmental documentation. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Christopher W. Riley, P.E.
Central Region Area Engineer

Enclosures:

- Figure 1: Project Location Map
- Figure 2: Preliminary Area of Potential Effect Map

cc w/o enclosures:

Kelly Petersen, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager



Legend
 Proposed Wasilla Main Street Rehabilitation Project
 Subject to Additional Engineering

Project Location Legal Description:
 Seward Meridian, Township 17 N
 Range 1 W, Sections 3, 10

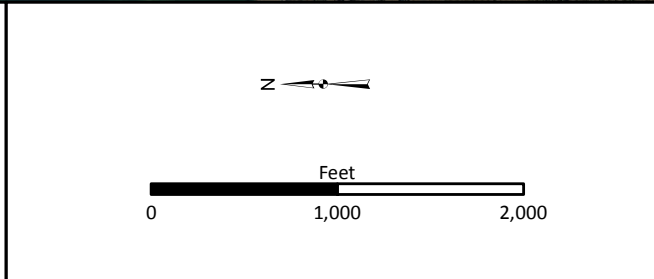
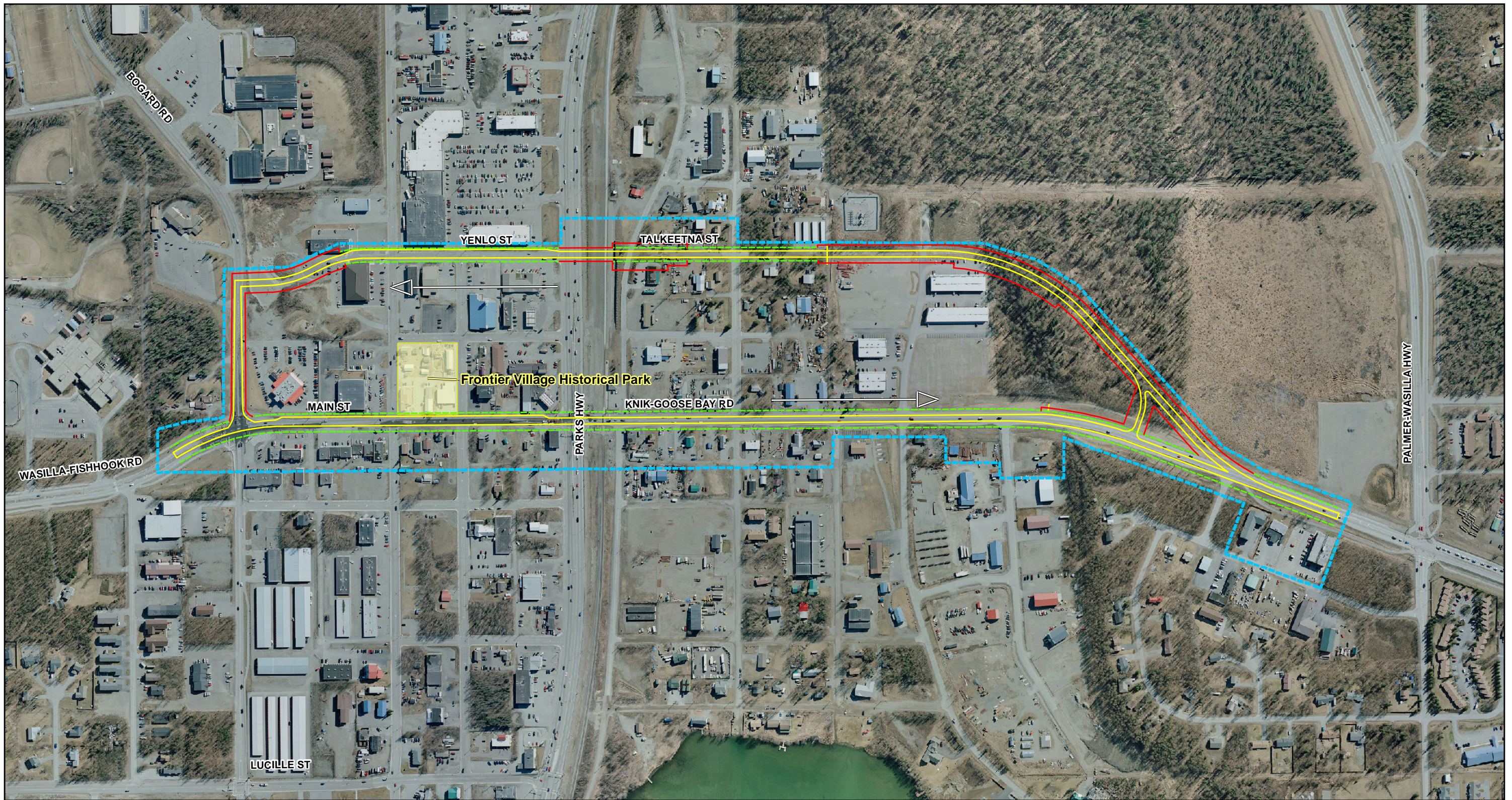


FIGURE 1:
 WASILLA MAIN STREET REHABILITATION
 PROJECT LOCATION MAP



Legend

	Proposed Right-of-Way	<i>Subject to Additional Engineering</i>		Frontier Village Historical Park
	Proposed Road Corridor	<i>Subject to Additional Engineering</i>		Preliminary Area of Potential Effect (APE)
	Existing Right-of-Way			

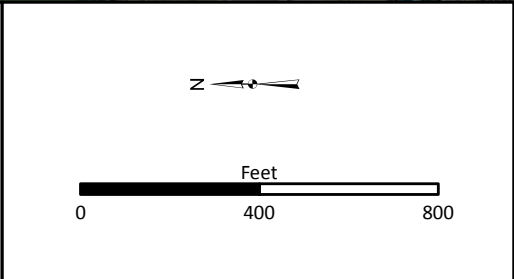


FIGURE 2:
WASILLA MAIN STREET REHABILITATION
PRELIMINARY AREA OF POTENTIAL EFFECT MAP



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

December 05, 2011

P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

In Reply Refer To:
STP-0001(408)/60077

Ms. Fran Seager-Boss
Culture Resource Division Planning Department
Matanuska-Susitna Borough
350 E. Dahlia Ave.
Palmer, AK 99645

Dear Mr. Seager-Boss:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to rehabilitate Main Street and nearby roadways in downtown Wasilla, Alaska. The Wasilla Main Street Rehabilitation project, which is located in Section 10, Township 17 North, Range 1 West, Seward Meridian, consists of improvements and traffic pattern changes to the Main Street/Knik Goose Bay Road, Yenlo Street, and Talkeetna Street in downtown Wasilla (see Figure 1). For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

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* Denotes resources located within the Frontier Village Historic Park

Consultation Efforts


We are consulting with the following parties for this project: the State Historic Preservation Officer (SHPO); the Alaska Railroad Corporation; the Dorothy Page Museum; the Wasilla-Knik Historical Society; the City of Wasilla Historical Preservation Commission; the Knik Tribal Council; the Native Village of Eklutna; the Chickaloon Village Traditional Council; Cook Inlet Region, Inc.; Knikatu Inc.; Chickaloon-Moose Creek Native Association Inc.; and Eklutna Inc.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at (907) 586-7429, or by e-mail at chris.w.riley@dot.gov. However, I encourage you to include the DOT&PF Regional Environmental Manager so that your comments and concerns may be immediately directed to project development. The point of contact is:

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We request your input on our proposal so that we can incorporate your concerns into project development. Your timely response will greatly assist our compliance efforts and the preparation of any required environmental documentation. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Christopher W. Riley, P.E.
Central Region Area Engineer

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- Figure 1: Project Location Map
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cc w/o enclosures:

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U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

December 05, 2011

P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

In Reply Refer To:
STP-0001(408)/60077

Mr. Christopher Aadnesen
President
Alaska Railroad Corporation
P.O. Box 107500
Anchorage, AK 99150

Dear Mr. Aadnesen:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to rehabilitate Main Street and nearby roadways in downtown Wasilla, Alaska. The Wasilla Main Street Rehabilitation project, which is located in Section 10, Township 17 North, Range 1 West, Seward Meridian, consists of improvements and traffic pattern changes to the Main Street/Knik Goose Bay Road, Yenlo Street, and Talkeetna Street in downtown Wasilla (see Figure 1). For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

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Consultation Efforts

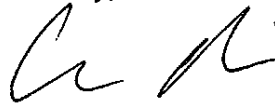
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Brian Elliott, Central Region Environmental Manager
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P.O. Box 196900
Anchorage, AK 99519-6900
(907) 269-0539
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Sincerely,



Christopher W. Riley, P.E.
Central Region Area Engineer

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cc w/o enclosures:

Kelly Petersen, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Laurie Mulcahy, DOT&PF, Cultural Resources Manager



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

December 05, 2011

P.O. Box 21648
Juneau, AK 99802-1648
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In Reply Refer To:
STP-0001(408)/60077

Ms. Edith Baller
President
Chickaloon-Moose Creek Native Association, Inc.
P.O. Box 875046
Wasilla, AK 99674

Dear Ms. Baller:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing to rehabilitate Main Street and nearby roadways in downtown Wasilla, Alaska. The Wasilla Main Street Rehabilitation project, which is located in Section 10, Township 17 North, Range 1 West, Seward Meridian, consists of improvements and traffic pattern changes to the Main Street/Knik Goose Bay Road, Yenlo Street, and Talkeetna Street in downtown Wasilla (see Figure 1). For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Project Description

The project is early in its development stage, however DOT&PF has prepared a traffic study that identifies a recommended alternative for design. The leading alternative is a one-way couplet whereby the existing Main Street/Knik Goose Bay Road would become a two-lane, south-bound route and Yenlo Street and Talkeetna Street would become a two-lane, north-bound route. The extent of the improvements include approximately one mile of new/improved roadway for each of the two-lane couplet legs. At-grade intersection improvements to Yenlo Street/Parks Highway and Main Street/Knik Goose Bay Road/Parks Highway intersections (including two railroad crossings) would be necessary. A new traffic signal at the Yenlo Street/Bogard Road intersection would be constructed as well. Right-of-Way acquisition and utility relocation would be required along both couplet legs. The types of impacts associated with the project are unknown, but not anticipated to be significant under the National Environmental Policy Act (NEPA). As such, DOT&PF has secured a class of action determination from FHWA of an Environmental Assessment (EA) for this project.

Preliminary Area of Potential Effect

A preliminary Area of Potential Effect (APE) has been identified, and includes the project footprint and staging areas for equipment and materials, and takes into account potential noise and visual effects, as well as changes in traffic patterns which may occur as a result of the project (Figure 1). Material sources have not yet been identified however material will likely come from commercially available sources. The APE will be further refined after comments are received from the consulting parties.

Preliminary Efforts to Identify Historic Properties

The Alaska Heritage Resources Survey (AHRs) database and records at the Office of History and Archaeology (OHA) were researched on August 8, 2011, and 16 AHRs sites were identified as being located within or near the project's preliminary APE (Table 1). The majority of these sites are located within Frontier Village Historic Park (Figure 2), and five of these sites are listed in the National Register of Historic Places (NRHP). Windshield surveys conducted on August 11, 2011, identified additional potentially historic buildings within the preliminary APE that have not been previously recorded in the AHRs. Additional reconnaissance and intensive survey to identify and evaluate potential historic properties within the preliminary APE will be conducted by HDR Alaska, Inc. in the fall of 2011.

Table 1. AHRs Sites within the Preliminary Area of Potential Effect

AHRs Number	Site Name	National Register Eligibility Status
ANC-00088	Wasilla Depot	Listed in the NRHP
ANC-00114	Teeland's Country Store	Listed in the NRHP
ANC-00135	Wasilla Community Hall (Wasilla Museum)	Listed in the NRHP
ANC-00288*	Frontier Village Historic Park	Not Evaluated
ANC-00293*	Wasilla Elementary School (First Wasilla School)	Listed in the NRHP
ANC-00438	Wasilla Gravesite	Not Eligible for the NRHP
ANC-00456	Woodward Cabins	Not Eligible for the NRHP
ANC-00469	Wasilla Roadhouse	Not Evaluated
ANC-00471	Wasilla Section House	Not Evaluated
ANC-00680*	Wasilla's First Library	Not Evaluated
ANC-00681*	Second Post Office	Not Evaluated
ANC-00682*	Paddy Marion Cabin	Not Evaluated
ANC-00683*	Blacksmith Shop	Not Evaluated
ANC-00684*	Trench Cabin	Not Evaluated
ANC-00685*	Old Teeland House	Not Evaluated
ANC-00765	Maurine Cabin Site (Dodsons Cabin Site)	Not Evaluated

* Denotes resources located within the Frontier Village Historic Park

Consultation Efforts


We are consulting with the following parties for this project: the State Historic Preservation Officer (SHPO); the Matanuska-Susitna Borough (and MSB Historic Preservation Commission); the Alaska Railroad Corporation; the Dorothy Page Museum; the Wasilla-Knik Historical Society; the City of Wasilla Historical Preservation Commission; the Knik Tribal Council; the Native Village of Eklutna; the Chickaloon Village Traditional Council; Cook Inlet Region, Inc.; Knikatnu Inc.; and Eklutna Inc.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at (907) 586-7429, or by e-mail at chris.w.riley@dot.gov. However, I encourage you to include the DOT&PF Regional Environmental Manager so that your comments and concerns may be immediately directed to project development. The point of contact is:

Brian Elliott, Central Region Environmental Manager
Alaska Department of Transportation and Public Facilities
P.O. Box 196900
Anchorage, AK 99519-6900
(907) 269-0539
brian.elliott@alaska.gov

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FHWA within thirty days of your receipt of this correspondence.

Sincerely,



Christopher W. Riley, P.E.
Central Region Area Engineer

Enclosures:

Figure 1: Project Location Map
Figure 2: Preliminary Area of Potential Effect Map
Project Consultation Options Form

cc w/o enclosures:

Kelly Petersen, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Laurie Mulcahy, DOT&PF, Cultural Resources Manager



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Natural Resources

DIVISION OF PARKS AND OUTDOOR RECREATION
Office of History and Archaeology

550 West 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565
Web: <http://dnr.alaska.gov/parks/oha>
Phone: 907.269.8721
Fax: 907.269.8908

August 16, 2012

File No.: 3130-1R FHWA
3330-6 ANC-03568
3330-6N ANC-03554 thru ANC-03567 AND ANC-03569 thru ANC-03571

SUBJECT: Determinations of Eligibility for properties in Wasilla Downtown and Evaluation of Effect for the Wasilla Main Street Rehabilitation project

Christopher W. Riley, P.E.
Central Region Area Engineer
Federal Highway Administration
P.O. Box 21648
Juneau, AK 99802-1648

Dear Mr. Riley,

The Alaska State Historic Preservation Office received FHWA's letter and the attached report titled *Wasilla Main Street Rehabilitation Cultural Resources Survey & National Register Evaluations* on August 13, 2012. After reviewing the report and FHWA's letter our office concurs with your following National Register eligibility findings:

AHRS #	Property	Eligibility
ANC-03554	420 S. Knik-Goose Bay Road	Not Eligible
ANC-03555	490 S. Knik-Goose Bay Road	Not Eligible
ANC-03556	501 S. Knik-Goose Bay Road	Not Eligible
ANC-03557	560 S. Knik-Goose Bay Road	Not Eligible
ANC-03558	601 S. Knik-Goose Bay Road	Not Eligible
ANC-03559	500 E. Railroad Avenue	Not Eligible
ANC-03560	477 S. Boundary Avenue	Not Eligible
ANC-03561	545 S. Boundary Avenue	Not Eligible
ANC-03562	546 S. Boundary Avenue	Not Eligible

Federal Highway
Administration
AUG 21 2012
Juneau, Alaska

ANC-03563	590 S. Boundary Avenue	Not Eligible
ANC-03564	545 S. Talkeetna Street	Not Eligible
ANC-03565	231 N. Main Street	Not Eligible
ANC-03566	322 N. Main Street	Not Eligible
ANC-03567	344 N. Main Street	Not Eligible
ANC-03568	350 E. Swanson Ave	Eligible (Criterion A)
ANC-03569	276 A N. Boundary Avenue	Not Eligible
ANC-03570	276 B N. Boundary Avenue	Not Eligible
ANC-03571	322 N. Boundary Avenue	Not Eligible

We reviewed the undertaking for potential impacts to historic and archaeological resources pursuant to Section 106 of the National Historic Preservation Act. We concur with your finding that no historic properties will be adversely affected by the Wasilla Main Street Rehabilitation project.

Please note that as stipulated in 36 CFR 800.3, other consulting parties such as the local government and Tribes are required to be notified of the undertaking. Additional information provided by the local government, Tribes or other consulting parties may cause our office to re-evaluate our comments and recommendations. Please note that our comment letter does not end the 30-day review period provided to other consulting parties.

Please contact Summer Rickman at 269-8717 or at summer.rickman@alaska.gov if you have any questions or if we can be of further assistance.

Sincerely,

J. E. Bittner, Deputy

For Judith E. Bittner
State Historic Preservation Officer

JEB:slr

Project Consultation Options

Chickaloon Village Traditional Council

Project Name: **Wasilla Main Street Rehabilitation**
Federal/State Project Numbers: **STP-0001(408)/60077**

Please check the appropriate response(s) from the list below and use the back of this form or additional sheets if you wish to make comments:

- There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is not requested.
- There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is requested.
- The Chickaloon Village Traditional Council will continue consultations for this proposed project directly with Brian Elliott, Central Region Environmental Manager, and with the understanding that the Chickaloon Village Traditional Council may at its discretion resume consultations with the Federal Highway Administration.
- The Chickaloon Village Traditional Council has no interest associated with this proposed project and further consultation is not required. *we support whatever Knik Tribal Council says.*

If you have chosen to do so, please indicate the manner in which you wish to continue consultation:

Mail:

Phone: *907-745-0707*

Fax:

e-mail:

Other: (please describe)



Name of Chickaloon Village Traditional Council-designated contact for this proposed project:

Jennifer Harrison
Please print

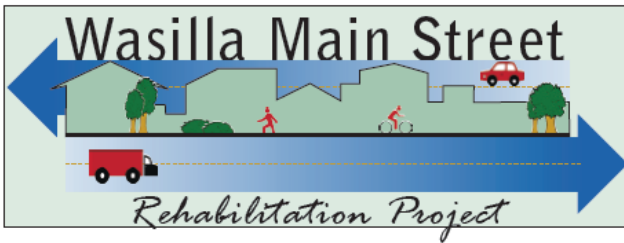
Phone: *907-745-0707*

Signed: *Chief Gary Harrison*
Chief Gary Harrison, Traditional Chief

Date: *1-17-12*

Please mail to: Mr. David C. Miller, Alaska Division Administrator, Federal Highway Administration, P.O. Box 21648, Juneau, AK 99802
Or, fax to: Mr. David C. Miller, 907-586-7420

Appendix C
Public Scoping Materials



PROJECT CONTACTS:

Kelly Petersen, PE Project Manager
 ADOT&PF
 4111 Aviation Drive
 Anchorage, AK 99502
 907-269-0546
 E-Mail: kelly.petersen@alaska.gov

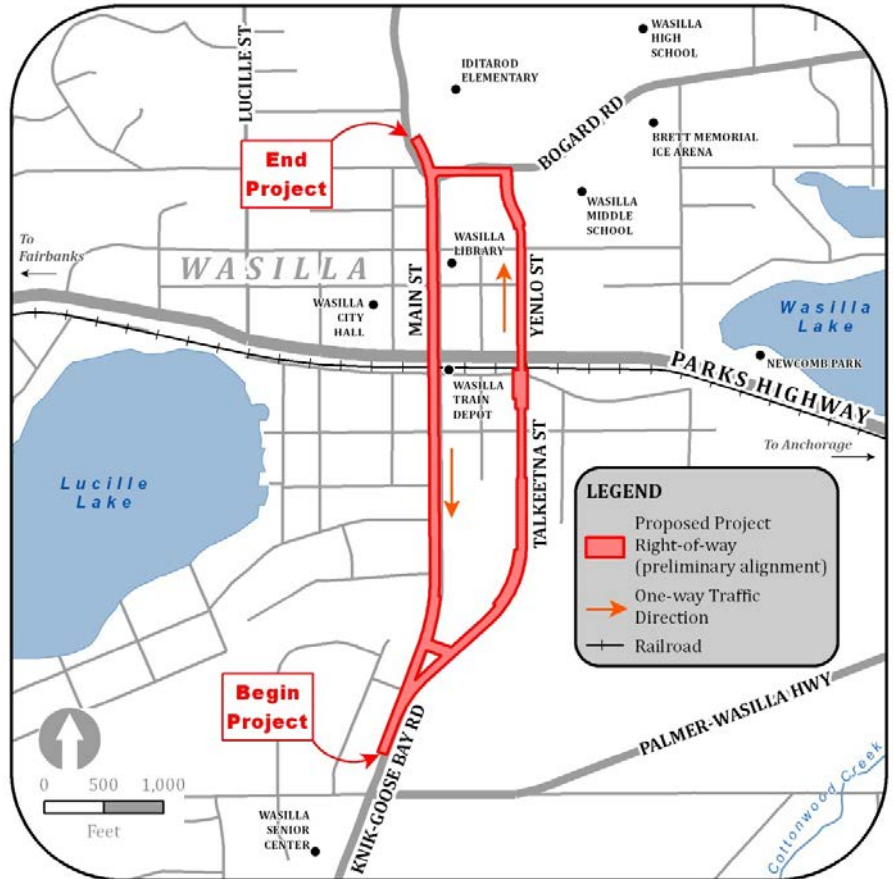
Murph O'Brien, Project Manager
 HDR Alaska, Inc.
 742 S. Alaska Street
 Palmer, AK 99645
 907-745-4129
 E-mail: murph.obrien@hdrinc.com

Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF) in partnership with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the Wasilla Main Street Rehabilitation project following the guidance of the National Environmental Policy Act (NEPA). The DOT&PF has hired HDR Alaska, Inc. to provide support to develop the environmental study.

The DOT&PF, through its Wasilla Main Street Traffic Study (2006), has identified a proposed project to improve traffic flow and relieve congestion in downtown Wasilla. More specifically, the project will address the following problems:

- Congestion
- Safety
- Capacity
- Railroad conflicts
- Long waiting lines



What is happening now?

The project is now in the data collection phase. This past summer/fall the project team conducted field work and initiated preparation of the following studies:

- Noise
- Traffic Analysis
- Cultural Resources evaluation
- Right-of-way
- Environmental Phase I (hazardous materials sites)

Project Schedule





Notice of Intent to Begin Engineering and Environmental Studies

Project Title: Wasilla Main Street Rehabilitation
Project No.: 60077/STP-0001(408)

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration, is soliciting comments and information on a proposal to rehabilitate Main Street. The proposed project is located in Wasilla, Alaska. The purpose of this proposed project is to increase capacity, reduce congestion, and enhance safety.

There will be an open house public meeting on Wednesday, April 4, 2012 at Fire Station #61, 101 W. Swanson Avenue, Wasilla. The meeting will be from 6:00 to 8:00 pm with a presentation at 6:45 pm.

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

To ensure that all possible factors are considered, **please provide written comments to the following address by May 4, 2012:**

Brian Elliott, Regional Environmental Manager
DOT&PF Preliminary Design & Environmental
P.O. Box 196900
Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Kelly Petersen, P.E., Project Manager, at 269-0546 or Brian Elliott, Environmental Manager, at 269-0539. Persons with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at 269-0674. We can offer reasonable accommodations for special needs related to other disabilities.

Additional information can be found at
www.wasillamainstreetproject.org

Growing with the Valley since 1947.

PO Box 873509
Wasilla, AK 99654


(907) 352-2250 ph
(907) 352-2277 fax

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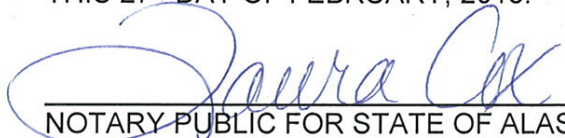
UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, THIS DAY
PERSONALLY APPEARED BEFORE **CHERYL METIVA** WHO, BEING
FIRST DULY SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE
LEGAL AD CLERK OF THE **FRONTIERSMAN** AND THE **VALLEY SUN**
PUBLISHED AT WASILLA, IN SAID DIVISION THREE AND STATE OF ALASKA
AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED IS A TRUE
COPY, WAS PUBLISHED ON THE FOLLOWING DAYS:

MARCH 23, 28, 30 & APRIL 4, 2012

AND THAT THE RATE CHARGED THEREIN IS NOT IN EXCESS OF
THE RATE CHARGED PRIVATE INDIVIDUALS.



SUBSCRIBED AND SWORN TO BEFORE ME
THIS 27th DAY OF FEBRUARY, 2013.



NOTARY PUBLIC FOR STATE OF ALASKA

HDR





Notice of Intent to Begin Engineering and Environmental Studies

Project Title: Wasilla Main Street Rehabilitation
Project No.: 60077/STP-0001(408)

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DOT&PF Preliminary Design & Environmental
P.O. Box 196900
Anchorage, Alaska 99519-6900

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Additional information can be found at
www.wasillamainstreetproject.com



Wasilla Main Street Rehabilitation Project



Wasilla Main Street Rehabilitation Project **OPEN HOUSE**

The Department of Transportation and Public Facilities is hosting an Open House regarding the Wasilla Main Street Rehabilitation Project and we invite you to join us.

The Open House will feature a presentation on the history of the proposed project, including information on the results of the 2006 Wasilla Main Street Traffic Study.

OPEN HOUSE

Wednesday, April 4, 2012

6:00 – 8:00 pm, with a presentation at 6:45 pm

Fire Station #61

101 W. Swanson Avenue

Wasilla, Alaska

Stakeholder input will be an important part of the development of this project and we encourage you to attend this Open House to provide comments. For more information, please visit the website at:

www.wasillamainstreetproject.com

FOR MORE INFORMATION, CONTACT:

Rosetta Alcantra, Public Involvement Lead

HDR Alaska, Inc.

742 S. Alaska Street

Palmer, AK 99645

PHONE: (907) 644-2074

EMAIL: rosetta.alcantra@hdrinc.com

Please join us on Wednesday, April 4, 2012

DOT&PF - PD&E
4111 Aviation Avenue
Anchorage, AK 99502

**Wasilla Main Street
Rehabilitation Project**

**Open House and
Presentation**
Wednesday, April 4, 2012

www.wasillamainstreetproject.com

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From: Schmidt, RaeShaun
To: "kathy@countrylegends1009.com"
Cc: "kelly.petersen@alaska.gov"; "alvin.talbert@alaska.gov"; [OBrien, Murph](#); [Smith, Linda](#); [Alcantra, Rosetta M.](#)
Subject: PSA for KAYO - Wasilla Main Street Rehabilitation Project
Date: Thursday, March 22, 2012 3:23:00 PM

Please join the Alaska Department of Transportation and Public Facilities for an open house on the Wasilla Main Street Rehabilitation Project on Wednesday, April 4, 2012 from 6:00 – 8:00 pm, with a presentation at 6:45 pm located at Fire Station #61, 101 W. Swanson Avenue, Wasilla, Alaska.

The open house will feature a presentation on the history of the proposed project, including information on the results of the 2006 Wasilla Main Street Traffic Study.

RAESHAUN SCHMIDT

PLANNER

907.644.2032 | RaeShaun.Schmidt@hdrinc.com
HDR Alaska | 742 S. Alaska Street | Palmer, AK 99654-6356

hdrinc.com

From: Schmidt, RaeShaun
To: "brittnee.maddox@ohanamediaagroup.com"
Cc: "kelly.petersen@alaska.gov"; "alvin.talbert@alaska.gov"; [OBrien, Murph](#); [Smith, Linda](#); [Alcantra, Rosetta M.](#)
Subject: PSA for KMBQ
Date: Thursday, March 22, 2012 3:21:00 PM

Please join the Alaska Department of Transportation and Public Facilities for an open house on the Wasilla Main Street Rehabilitation Project on Wednesday, April 4, 2012 from 6:00 – 8:00 pm, with a presentation at 6:45 pm located at Fire Station #61, 101 W. Swanson Avenue, Wasilla, Alaska.

The open house will feature a presentation on the history of the proposed project, including information on the results of the 2006 Wasilla Main Street Traffic Study.

RAESHAUN SCHMIDT

PLANNER

907.644.2032 | RaeShaun.Schmidt@hdrinc.com
HDR Alaska | 742 S. Alaska Street | Palmer, AK 99654-6356

hdrinc.com



Wasilla Main Street Rehabilitation Project



Wasilla Main Street Rehabilitation Project OPEN HOUSE

The Department of Transportation and Public Facilities is hosting an Open House regarding the Wasilla Main Street Rehabilitation Project and we invite you to join us.

The Open House will feature a presentation on the history of the proposed project, including information on the results of the 2006 Wasilla Main Street Traffic Study.

Stakeholder input will be an important part of the development of this project and we encourage you to attend this Open House to provide comments.

For more information, please visit the project website at:

www.wasillamainstreetproject.com

OPEN HOUSE

Wednesday, April 4, 2012
6:00 – 8:00 pm
Presentation at 6:45 pm
Fire Station #61
101 W. Swanson Avenue
Wasilla, Alaska

FOR MORE INFORMATION:

Visit the project website at
www.wasillamainstreetproject.com
or contact:

Rosetta Alcantra, Public Involvement Lead
HDR Alaska, Inc.
742 S. Alaska Street
Palmer, AK 99645
PHONE: (907) 644-2074
EMAIL: rosetta.alcantra@hdrinc.com

Please join us on Wednesday, April 4, 2012

Back

Rosetta Alcantra, Public Involvement Lead
HDR Alaska, Inc.
742 S. Alaska Street
Palmer, AK 99645

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Wasilla Main Street Rehabilitation Project

Open House and
Presentation
Wednesday, April 4, 2012

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State, Wasilla talk couplet at April 4 open house

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Robert DeBerry

Posted: Monday, March 26, 2012 8:04 pm

By GREG JOHNSON [Frontiersman.com](#) | [0 comments](#)

WASILLA — As the city goes around and around with state transportation planners, a long-awaited project to help alleviate downtown traffic congestion is moving forward.

The public is invited to weigh-in on plans at a Department of Transportation and Public Facilities open house about the couplet project from 6 to 8 p.m., April 4 at Fire Station No. 61, 101 W. Swanson Ave. The presentation includes a project history and public input is encouraged.

Design work for the Wasilla Main Street Rehabilitation Project (aka the Wasilla couplet) continues as the city and state work to secure rights of way to construct the project, which would create a circular traffic flow centered at Main Street.


"That's where it's at now," Mayor Verne Rupright said. "It's at the design and right of way acquisition phase. We got the \$5 million (for that work) last year."

That \$5 million from the state is the first part of the estimated \$26 million undertaking, which would turn Main Street into a one-way avenue south from Bogard Road to the Parks Highway. To compensate, Yenlo Street will become one-way northbound and extend north to Bogard Road and south of the Parks Highway to Talkeetna Street. Although the state has a financial buy-in, funding for construction will come from federal sources.

Routing traffic through downtown Wasilla will accomplish several goals, Rupright said — most importantly, alleviating some congestion at the intersection of Main Street and the Parks Highway.

"We're looking for this to do a couple of things," he said. "No. 1, it gives us (with Yenlo Street) another north-south corridor through the city other than just KGB.

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Featured Photo



There will be more on-street parking for the core development. It's a wider boulevard, and you won't get traffic stacking problems on the highway."

That traffic stacking, particularly at the Main and Parks intersection, has worsened over the years, Rupright said, especially when trains running on the tracks just south of the highway.

"When those lights change and you get to that (first) stop sign on Main Street, it backs up into the highway, especially during rush hour," he said. "It happens a lot. Ultimately, the plan is for (Main Street) to be widened to three lanes and have lamps along it so it looks more like a Wasilla downtown core."

Because the state owns Main Street, the city is limited in what it can do with that short, but important, stretch of road, the mayor said.

Creating a couplet, an idea that's been around at least since 2006, is also important to the city's overall efforts to create a more hometown-feeling downtown district, Rupright said.

"We think this works toward that whole plan on that end of the grid," he said. "You have to cross those cross streets as well of Nelson, Swanson and Hering. Those will continue to be two-way. Overall, it will slow traffic down and give it a more boulevard effect. You can park and go do your shopping, stroll through the area and hit the businesses there."

City and state planners have previously set construction to begin by about 2015. That's a timetable Rupright said he'd like to hasten. The real benefit comes in extending Yenlo Street, he said. By stretching Yenlo Street to Bogard and south beyond the Parks Highway to Talkeetna Street, Rupright said it is expected to spread traffic out and help reduce congestion.

"The bulk of our population is to the south of us, so the bulk of our traffic comes from there," he said. "Hopefully, that will alleviate a lot of that standstill. This will give us different accesses across that railroad grid."

But that doesn't mean a couplet project that overall involves about four miles of road is a silver bullet that will cure Wasilla's traffic concerns, Rupright said.

"KGB needs to be widened, and it should've been widened years ago," he said.

With the planning and right of way acquisition phase nearing completion, it's time for the public to weigh in on the plan, Rupright said.

Contact reporter Greg Johnson at greg.johnson@frontiersman.com or 352-2269.

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Gray Owl

A Gray Owl sits on a bird feeder. (Courtesy Jo Rehn)

9:16 pm | See more



Calendar

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				1	2	3
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*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012



ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



PUBLIC MEETING

SIGN IN SHEET

PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
BETH FREAD	1981 S Jensen Rd., Palmer Beth@BethsValleyViews.com	354- 7759	F	W
Jenni Sumpter	851 E west point Ave Wasilla, AK 99654 jenni_sumpter@alaska.gov	376-7665	F	AN
TERRY ELLIS	Zerry@terryellis.alaska.com	232-6824		
DAVID NYBERG	PO 872361 nyberg@gsi.net	376-3177	M	W
ERIC JENSEN	167 Paul Ave Wasilla, AK 99654	376-3235	M	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) 1 of _____ effective: December 2004

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Archie Giddings	City of Wasilla 290 E. Hernan Wasilla			
DAVID WOODRUFF	441 W Lone Cuts Dr Wasilla AK 99654	woodruff@c1.wasilla.ak.us 841-5232		
Richard K. Payne	360N. Main Wasilla, AK 99654	757-5297	M	W
Carl Smith	4201 W. Lake Ave ANCHORAGE, AK 99502	358-3135	M	W
CHARLES BLAKARI	5528 E. NORMAN AVE PALMER, AK 99645	707-1011	M	W
TAFFINA KATKUS	2650 W. BAILEY AVE WASILLA AK 99654	841-2787	F	W
MARY ROBINSON	POB 874796 WASILLA, AK 99687	373-1543	F	W
ED GRAVLEY	1020 S. BAILEY PALMER, AK 99645	745-4891	M	W
Jack and Marie Zerbel	1720 W Harvest Loop Wasilla, AK 99654	841- 6873 9399		
GEORGE SHARNER	217 LAKEVIEW AVE WASSILA AK	513 4184	M	W

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PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
PAT Johnson	P.O. Box 870103 Wasilla	816-6228	M	W
Keris Baker	1670 W L.K. Lucille Wasilla	357-2000	M	W
Bethany Buckingham	323 N Main St Wasilla AK	373-8071	F	W
Denton Layton PAWN Sourdough	1301 W. Parks bty way E57E WESTPOINT #307	376-4550	M	W
MARY KUALHEIM	3401-E BOTTLE LOOP	357-9956	F	
Benny Gottle		855-5586		

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PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012



ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PUBLIC MEETING

SIGN IN SHEET



PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Sithell Ewiner	340 E. CENTAUR WASILLA 99654	373 2000	M	w
Lyn Carden	1661 W Melanice Ave Wasilla AK 99654		f	w
Terry Armstrongs	436 N Main St Wasilla AK	376 2479	f	w
Mite Weller	MSB			
Jim & Janet Fairks	P.O. Box 521152 BL	892- 8482	M/f	human

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1 of _____
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PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
REX RODE	POB 870725 W 99687	573 7799	M	W
ERIC JOHNSON				
SUMNER PALMER	111 E. Glenview Wasilla AK 99654	376-3064	M	H
JOHN WEAVER	1075 CHECK ST #102 WASILLA, AK	357- 0273	M	
Heana Strauch	1452 Bertha Ln. Wasilla AK 99654	841- 7045	F	W
Tara Beth Grabel	436 N. Main St Wasilla AK		F	W
BILL KLEBESADEL	16547 E. SMITH RD, PALMER billkleeb@hotmail.com	863- 2455	M	W
Debbie Martin	400 N Main St, Wasilla 99657	503-970- 0030	F	W
Paul Minnick	415 Talker St WASILLA, AK	376- 2025	M	W
J. Susan Nyberg	P.O. Box 872361	376- 1227	F	W

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PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
William H. Miller	P.O. Box 870151 Wasilla, AK 99687	376-55636	M	
Brookie Robinson	P.O. Box 876247 Wasilla, AK 99687	288-6786	F	
Tant St George	591 E Parks #406 Wasilla AK 99654	376 0123	F	
Michelle Eppelsheimer	4801 W. Lake Ave Anchorage AK 99502	---	F	
LAMARR ANDERSON	P.O. Box 3808 Palmer 99645	232-8082	M	
Kim Ford representing Charter College, Wasilla	712 W. Parks Hwy. Wasilla, AK 99654	352-1000	F	
David Maaslin	400 D. Main St. dandmaaslin@ Wasilla, AK 99654 gmail.com	588-976-2130	M	
Ronald Treggaman	160. E. Park Ave. Wasilla. 99654	376-3041 355-3180	M	
Burt Zent	374 W. Seward Way, Wasilla 99654	376-6298	M	
Leone Harris	# 477. S. Boundary st	232-7089	F	
Tina Crawford	200 E. Hermingway Wasilla, AK	373-9082	F	

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PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Barbara J. Miller	P.O. Box 870151 Wasilla, AK 99687 kambelonis@gci.net	376-5636	M F	O
Steven DeHart	3200 S. NADIMI AVE WASILLA, AK 99654	357-3528	M	W
Steve Colligan	PO Box 874294 WASILLA, AK 99687	230-3402	M	W
MARYJO MCGAIRE	PO BOX 871587 WASILLA AK 99657	376-3379	F	W
Anne Kelleney	POB 870163 Wasilla	376-6225	F	W
DOUG MILLER	665 W. HOLIDAY DR WASILLA AK 99654	631-3365	M	
Kathy Zehnder	POB 870028 Wasilla AK 99687	376- 5198	F	W
Bob Zehnder	" " "	" "	M	W

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PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012



ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



PUBLIC MEETING

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PROJECT NAME Wasilla Main Street Rehabilitation Project DATE April 4, 2012

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Clara R. Fawcett	4101 Arctic Blvd Suite 203 A/B Wasilla, AK 99654 clara@clara.com	502-2244	M	O
Ron Fasseff	1075 check street Suite 103 Wasilla, AK 99654	223-4897	M	W
VERNE DUBRIGHT	210 Huerfano Wasilla, AK	373-	Yes M	Yes W
ERIC MOREY	1785 E. RAVEN CIR WASILLA, AK 99654	373-3205	M	W
TOM SHADLACK	PO Box 871477 Wasilla, AK 99657	376-2260	M	W

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ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



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Andrew Faikes	1700 Lake Lucille Dr Andrew.F@LeaseAlaska.com	631-9155	M	W
Bernie Cullen	bcullen@mtaonline.net	745-0109		
Kathy Sage	2508 N. Pohle Cir Wasilla sagealaska@gmail.com	746- 4406	F	W
Cindi Martin	400 N. Main St. Wasilla jcmartin@mtaonline.net	373- 2022	F	
DARCIE K. SALMON	P.O. Box 87476 Wksilla, AK Kingfish@alaska.net 99687	932-9890	M	W

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Wasilla Main Street Rehabilitation Project

Welcome!

Wasilla Main Street Rehabilitation Project



Greater Wasilla Chamber of Commerce Luncheon
Tuesday May 29, 2012
Noon to 1p.m.

www.wasillamainstreetproject.com

Wasilla Main Street Rehabilitation Project

Project Team

Federal Highway Administration	Alaska Department of Transportation & Public Facilities	Consultant Team
Christopher Riley	Kelly Petersen, P.E., Project Manager	Murph O'Brien, HDR Project Manager
	Environmental • Brian Elliott	Environmental • Linda Smith, HDR
	Engineering: • Ryan Hammel • Alvin Talbert	Public Involvement • Rosetta Alcantra, HDR • RaeShaun Schmidt, HDR
	Right of Way • Karen Michaelson	Traffic Analysis - Kinney Engineering • Randy Kinney, P.E. • Jeanne Bowie, P.E. • Ron Martindale

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Wasilla Main Street Rehabilitation Project

Meeting Purpose

- Introduce the project
- Review project history and current status
- Outline next steps
- Answer questions
- Listen to you

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Wasilla Main Street Rehabilitation Project

Project Purpose & Need


Improving local mobility for people and freight

- Travel Efficiency – increase traffic circulation, decrease delays, increase north-south corridor connectivity
- Congestion – reduce intersection delay
- Safety – reduce crash rates, minimize railroad conflicts, separate pedestrians and bicyclists from traffic stream

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Wasilla Main Street Rehabilitation Project

Project Study Area



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Wasilla Main Street Rehabilitation Project

Project Area Needs

- Congestion
- High accident rates
- Low level of service
- Need to increase capacity
- Incomplete connectivity of pedestrian facilities
- Business access
- Need for North-South connections
- Lack of conformity to construction design standards
- Issues with driveway corner clearance
- Driveway landings
- Maintenance of "Downtown" core area
- Accommodate existing and future traffic needs

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Project History

1980s

1990s

2000s

2010s

- 1983: Preliminary Studies started
- 1992: Knik-Main Couplet proposed
- 1993: Environmental Assessment (EA) for Wasilla-Fishhook Rd (Glenwood-Schrock) completed. Knik-Main Couplet the preferred alternative.
- 2001: City raises concerns about Knik-Main Couplet impacts
- 2001: 3-lane Main St proposed as interim measure while studies continue
- 2003: EA re-evaluated
- 2004-2006: Traffic Study supports new Main-Yenlo Couplet alternative. City Council concurs
- 2008: New suggested alternative requires new EA
- 2011: Traffic Study updated to check 2006 projections and conclusions
- 2012: DOT&PF and FHWA move forward with EA

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2006 Traffic Study

Purpose

- Determine necessary improvements for Main Street and core downtown area to address existing and future traffic needs.

Need

- Wasilla's Downtown congestion impacts local mobility and travel efficiency.

Methods

- Extensive traffic analysis and public process
- Examined wide range of alternatives

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No Build Alternative

Components of No Build:

- Existing road system remains

Why dismissed?

- Does not meet the Purpose & Need (P&N) for the project
- Traffic progressively worsens
- Does not address mobility, capacity, safety, congestion or travel efficiency issues



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Alternative A


Components of Alternative A:

- One travel lane in each direction with a center two-way left turn lane
- 3 Lane Main Street/KGB

Why dismissed?

- Does not meet the P&N
- Will not provide acceptable level of service (LOS D is minimum) under any scenario

(Was restriped north of Parks Highway as an interim fix)



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Alternative B

Components of Alternative B:

- 5-Lane Main Street/KGB
- Two travel lanes in each direction with a center 2-way left turn lane

Why dismissed?

- Does not meet P&N
- Public opposition over large ROW takes
- Only meets acceptable LOS D if Parks Bypass is constructed
- Fails before any new roads would be in place



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Alternative C

Components of Alternative C:

- Knik-Main Street two-way Couplet
- Knik Street bridge over the Parks Highway and railroad
- New connection from Nelson/Knik Street intersection north to Wasilla-Fishhook road
- Realign the Knik Street intersection with Park Avenue
- Does move needed traffic volume

Why dismissed?

- Extensive right-of-way requirements
- Local concern with high level of community impacts



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Wasilla Main Street Rehabilitation Project

Alternative C Rendering

**ALTERNATIVE C
KNIK STREET OVERPASS**

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Wasilla Main Street Rehabilitation Project

Alternative D

Components of Alternative D:

- Main-Yenlo One-Way Couplet
- Extend and connect Yenlo and Talkeetna Streets to provide the northbound corridor
- Change Main Street and a segment of Knik-Goose Bay Road into a southbound corridor

Alternative D:

- Meets P&N
- Does address mobility, capacity, safety, congestion or travel efficiency issues.
- Has support of City of Wasilla

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Wasilla Main Street Rehabilitation Project

Where are we now?

- 2006 Traffic Study recommendations to move the Main-Yenlo couplet forward (modified to terminate at Bogard Road)
 - Supported by City Council in 2006
- Funding available to address project
 - FHWA transportation improvements funding
 - City of Wasilla State Grant to acquire ROW pending completion of updated environmental assessment
- DOT&PF moved forward to re-evaluate the findings of the 2006 traffic study

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Wasilla Main Street Rehabilitation Project

2011 Traffic Study

Findings of the update:

- Reevaluated all the alternatives using:
 - Updated traffic volumes and turning-motions
 - Extended traffic forecasts to 2035 (design year)
 - Included most recent crash rates (1999-2009)
- Confirmed 2006 Traffic Study conclusions

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Wasilla Main Street Rehabilitation Project

NEPA Process

- National Environmental Policy Act (NEPA) requires a decision document to consider all reasonable alternatives and assess environmental consequences
- New document required:
 - Long time period since last evaluation
 - 1993 EA and 2003 Re-evaluation did not consider the Main-Yenlo Couplet

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Wasilla Main Street Rehabilitation Project

NEPA Process

ENVIRONMENTAL REVIEW PROCESS

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Wasilla Main Street Rehabilitation Project

Environmental Assessment Studies

- Traffic Analysis
- Engineering Design
- Right of Way Issues
- Noise Analysis
- Cultural Resources
- Phase I Environmental (hazardous materials)
- Public Process

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Wasilla Main Street Rehabilitation Project

Schedule

- Summer 2011: Update Traffic Study, Field Work
- Winter 2011 - Fall 2012: Prepare Tech Reports
- Spring 2012: Public Meeting #1
- Spring 2012 - Fall 2012: Prepare Draft EA, Public Meeting #2
- Winter 2012 - Spring 2013: Draft EA Review, Public Meeting #3
- Fall 2013: FHWA Decision

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Wasilla Main Street Rehabilitation Project

Your Input is Important

Comments must be received by
May 4, 2012 at 5 PM

- Provide verbal comments at this meeting
- Submit a comment form in the box
- Fax to: (907) 745-4139
- Email: rosetta.alcantra@hdrinc.com
- Mail: Rosetta Alcantra, Public Involvement Lead
HDR Alaska, Inc.
742 S. Alaska Street
Palmer, AK 99645

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Wasilla Main Street Rehabilitation Project

1999-2009 Crash Map (N)

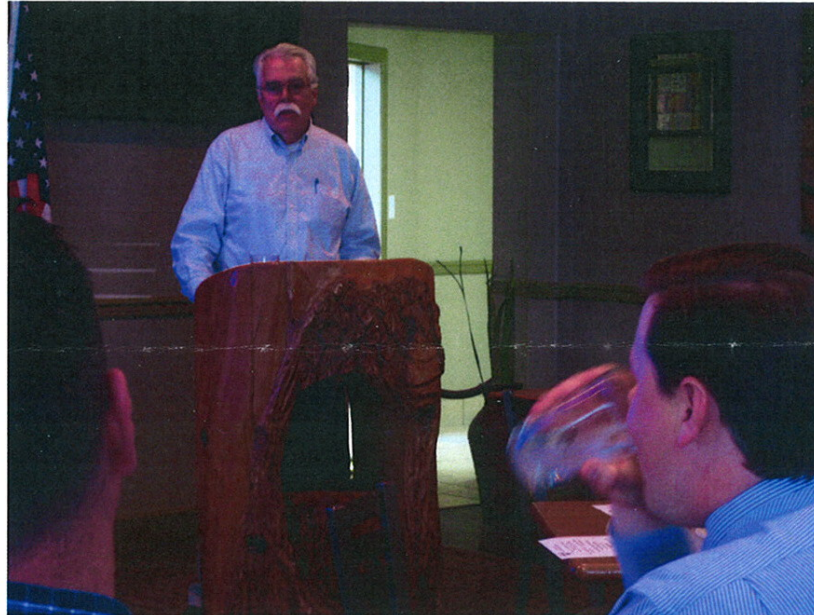
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Wasilla Main Street Rehabilitation Project

1999-2009 Crash Map (S)

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Wasilla Chamber Talks Local Infrastructure; Wasilla Couplet



Murph O'Brien, with HDR Alaska, gives a presentation on the Wasilla Couplet project during the Greater Wasilla Chamber of Commerce meeting Tuesday.

In the Fiscal Year 2012 Capital Budget, I secured a \$5 million appropriation for what's being called the Yenlo Couplet in Wasilla. While most of the project's funds will come from federal dollars, the money I brought home is being used to jump start the project and get the ball rolling. This road project will create a one way circuit to move traffic more efficiently in the downtown area of Wasilla. So I was glad on Tuesday to get an update on the project along with the rest of the members of the Greater Wasilla Chamber of Commerce. Murph O'Brien, with HDR Alaska and a respected planner, gave the update, informing the Chamber on the progress of the couplet project and what he expects to happen in the coming years. The Mat-Su Valley is the fastest growing area in the state, and these road projects are essential to maintaining the quality of life we have here.

Look for a Spectrum piece I am writing in Sunday's Mat-Su Valley Frontiersman about local transportation infrastructure.



August 9, 2012, 4-8 p.m.
Menard Sports Center, Wasilla

Welcome to the 5th Annual Mat-Su Transportation Fair!

Tonight's fair showcases various projects and initiatives within the Matanuska-Susitna Valley communities. The back of this flyer will show you where to go to learn about projects you are interested in.

We encourage you to:

- Grab some refreshments and visit the many booths
- Pick-up a project fact sheet and other information provided
- Sign-up to receive future updates about the project or plan
- Talk one-on-one with each project's Team of Listeners
- Complete a written comment sheet to let the teams know what you think about the project or activity
- Bring your children to our **Kid's Corner** for face painting, coloring and other activities.

How did we do?

We welcome your feedback on tonight's meeting. Please take a few minutes to complete an evaluation form tonight and return it to us.

Thanks to our sponsors:

Alaska Department of Transportation and Public Facilities
Alaska Railroad Corporation
City of Houston
City of Palmer
City of Wasilla
Matanuska-Susitna Borough

Where do I find the project I'm interested in?

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- Embankment Stabilization
- Port MacKenzie Rail Extension
- Track Rehabilitation
- South Wasilla Track Realignment

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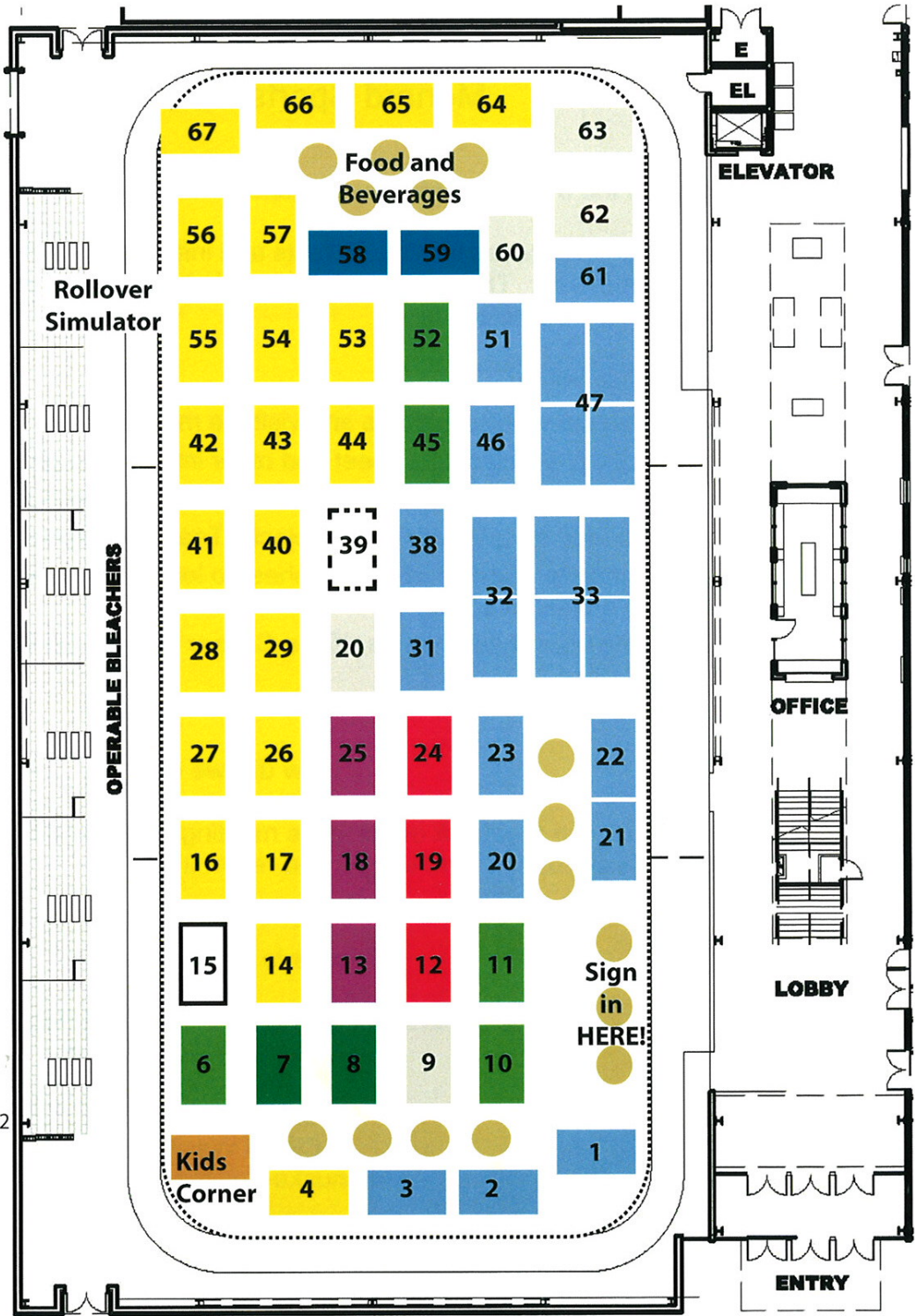
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-Donna- dcarlisle @r

Mat-Su Transportation Fair



Make tracks to the Transportation Fair to learn about the many transportation projects under way in the Mat-Su Borough!



The Alaska Department of Transportation & Public Facilities, City of Palmer, City of Wasilla, the Alaska Railroad Corporation, Mat-Su Transit and the Mat-Su Borough have teamed up to bring you the latest on Valley roads, rails and trails at this one-stop information destination.

Stop by anytime to find out more about:

- ◆ Alaska Railroad Projects
- ◆ Glenn Hwy Reconstruction: Parks Hwy to Old Glenn Hwy
- ◆ **Your Area Project** **Trunk Road: Parks Hwy to Palmer-Fishhook Road**
- ◆ Knik Arm Crossing
- ◆ Safe Routes To Schools
- ◆ Parks Hwy Milepost 44-52, Wasilla to Houston
- ◆ ...And a lot more Valley projects



Thursday, August 9, 2012 4-8 pm
Menard Sports Center
1001 S. Mack Drive, Wasilla

Bring the family for children's activities, food and fun!

For more information contact:

Anne Brooks, Brooks & Associates
301 W. Northern Lights Boulevard, Suite 440
Anchorage, AK 99503

Tel: (907) 272-1877, E-mail: mycomments@brooks-alaska.com
Persons with hearing impairment may call 711 to connect with a Communication Assistant to help connect with the project team. We are able, upon request, to make reasonable accommodations for special needs related to other disabilities.



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DOT&PF > Wasilla Main Street Project Home

Wasilla Main Street Project - Home Page

Welcome to the Wasilla Main Street Rehabilitation project web site!

The Alaska Department of Transportation and Public Facilities (DOT&PF), with the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the Wasilla Main Street Rehabilitation project.

Wasilla Main Street Rehabilitation Project
OPEN HOUSE

Project Overview
 The project involves the rehabilitation of Wasilla Main Street from Fire Station #61 to Swanson Avenue. The project includes widening the street, repaving, and improving drainage. The project is expected to be completed in late 2012.

Open House Dates
 Wednesday, April 4, 2012
 6:00 pm - 8:00 pm

Location
 Fire Station #61, 101 W. Swanson Avenue, Wasilla, Alaska

For more details, please click here to view the meeting flyer or on the flyer image at left.

DOT&PF will be preparing the EA over the next year or so, in accordance with the National Environmental Policy Act (NEPA) and FHWA requirements. This process will include seeking public and agency input, conducting field work and preparing technical studies, and documenting the proposed project's environmental impacts.

Please join us for an Open House to kick off the EA:

Date: Wednesday, April 4, 2012

Time: 6:00 – 8:00 pm, with a presentation at 6:45 pm

Location: Fire Station #61, 101 W. Swanson Avenue, Wasilla, Alaska

For more details please [click here to view the meeting flyer](#) or on the [flyer image at left](#).

Above Photo Banner: Wasilla Main Street. Courtesy of Michael Weller, AKDOT&PF Traffic Data Technician

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Wasilla Main Street Project - Project Overview

Project Overview

We are conducting a federally required Environmental Assessment to determine the best means to improve travel efficiency, reduce congestion and improve safety within downtown Wasilla. This process requires us to consider all reasonable alternatives and assess environmental consequences. Public Involvement is a key component and we welcome your comments and input on the process.

Project Study Area Map



Purpose & Need

Improving local mobility for people and freight

- Travel Efficiency – increase traffic circulation, decrease delays, increase north-south corridor connectivity
- Congestion – reduce intersection delay
- Safety – reduce crash rates, minimize railroad conflicts, separate pedestrians and bicyclists from traffic stream



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Wasilla Main Street Project- Schedule

What is the project timeline?



click on the image to enlarge

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Above Photo Banner: Wasilla Main Street, Courtesy of Michael Weller, AKDOT&PF Traffic Data Technician



Wasilla Main Street Project - Project Documents

Public Meeting Documents

April 4, 2012 Open House

[Open House Presentation](#) - 2.5 MB PDF

[Open House Posters](#) - 12 MB PDF

Related Documents

[2011 City of Wasilla Comprehensive Plan](#)

The Comprehensive Plan identifies the Main Street-KGB Road-Yenlo Street couplet as a future transportation project that is needed.

[2010-2013 Alaska Statewide Transportation Improvement Program \(STIP\) Revision 27 incorporated](#) - 10 MB PDF

The STIP calls for improvements at Wasilla-Fishhook Road/Main Street in the form of developing a one-way couplet in downtown Wasilla, bounded by Bogard Road to the north, where the KGB Road meets the Palmer-Wasilla Highway to the South and Yenlo/Talkeetna Streets to the east. The STIP indicates that the project is needed to "mitigate traffic congestion in downtown Wasilla, and is the initial effort to begin addressing the capacity and safety needs of the KGB corridor.

[2007 Matanuska-Susitna Borough Long Range Transportation Plan](#) - 17 MB PDF

The LRTP calls for improvements at the KGB Road/railroad crossing.

[Wasilla Main Street 2006 Traffic Study](#) - 9 MB PDF

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State of Alaska Department of Transportation and Public Facilities

Kelly Petersen, P.E., Project Manager

(907) 269-0546

kelly.petersen@alaska.gov

Brian Elliott, Regional Environmental Manager

(907) 269-0539

brian.elliott@alaska.gov

Prime Contractor

HDR Alaska, Inc.

Murph O'Brien, Project Manager

(907) 644-2138

murph.obrien@hdrinc.com

Send us an e-mail if you'd like to be on the mailing list and receive e-newsletters for this project.

Above Photo Banner: Wasilla Main Street, Courtesy of Michael Weller, AKDOT&PF Traffic Data Technician

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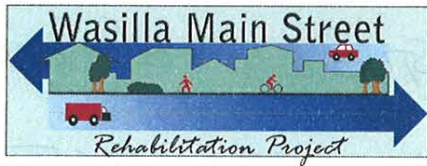
Appendix D
Scoping Comments

No.	Comment (paraphrased where necessary for clarity)	DOT&PF Response
1	Alternative D provides no northbound option for the residents of Lakeview Ave or for the customers of commercial businesses on Centaur Ave. Please extend Lakeview Drive to the Northbound Lane.	There is a traffic signal proposed at KGB Road/Lakeview, and a connection east directly to Talkeetna is a possibility depending on land status. Residents will also be able to turn south onto KGB and take a left turn to directly access the northbound lanes along Talkeetna Street.
2	Consider incorporating adjacent bike paths with all new roads. Also allow good pedestrians with good sidewalks, benches and bus stops.	Pedestrian and bike facilities are being included in this project.
3	"Get 'er done!....the sooner the better for all trying to do business.	
4	Add pretty sidewalks, lights, and curb/gutter	These features would be determined during the design phase in coordination with the City of Wasilla
5	Traffic light at Swanson and Main Street	A traffic light at Swanson and Main Street is recommended from the 2012 updated traffic study and is proposed.
6	Concerned about loss of traffic	It is assumed that enhanced traffic mobility would encourage more local traffic within downtown Wasilla.
7	Concerned about change of road level	The road profile is not anticipated to change noticeably along Main Street/KGB Road or Yenlo Street. The road profile would change along Talkeetna, decreasing to match the railroad track grade. This would require dead-ending Railroad Avenue on either side of Talkeetna Street. Reasonable access will be maintains
8	Good plan. Good alternatives.	
9	Improve your maps to show cross streets	Cross streets have been added to map graphics
10	Need well-defined pedestrian crossings to accommodate Wasilla's Lake-to-Lake Trail along Park Avenue for both KGB and Talkeetna Street	Pedestrian facilities and crossings will be provided at all intersections, however no traffic signals are identified or warranted at Park Avenue intersections with KGB Road or Talkeetna Street. DOT&PF will work with the City of Wasilla for safe access through the project area when the Lake-to-Lake Trail connection is pursued.
11	Include a southbound connection from Wasilla-Fishhook to direct traffic to Knik Street, and re-do stop signals along Knik. This would direct traffic turning right onto the Parks away from the Main Street intersection and enhance North-South flow.	Such a connector would impact existing private property and businesses. The proposed 3-lane facility with traffic signals should move traffic efficiently onto and across the Parks Highway without impacting Knik Street.

No.	Comment (paraphrased where necessary for clarity)	DOT&PF Response
12	Concerned about a bottleneck from Yenlo to Bogard to Fishhook	The couplet should improve mobility according to traffic modeling.
13	Needs a left turn to allow southbound traffic to turn back to northbound without going to Palmer-Wasilla Highway and making a U-turn.	The turn was missing from the public meeting graphic, but is included in the couplet.
14	Businesses on west side of Main Street impacted by ROW takes could gain additional parking behind those buildings	DOT&PF plans to work closely with the City and businesses to ensure sufficient parking and access is maintained.
15	Upgrade cross streets south of Parks Highway concurrent with this project	This is a State project, and therefore the State will only upgrade the portions of the local, city roads impacted by the state road project.
16	If parking on Main Street is turned solely into on-street parking, those businesses directly off the street will have their parking decreased. Allow for store front parking while still providing on-street parking would enable easy access for the businesses	DOT&PF plans to work closely with the City and businesses to ensure sufficient parking and access is maintained.
17	Proposed stop light at KGB/Susitna seems too close to the Parks/Main Street intersection. Seems like it would cause undue congestion	Traffic modeling from the 2012 Traffic Study Update shows a traffic light is warranted at KGB/Susitna. The lights will be timed to minimize congestion.
18	Concerned about ROW, access for businesses, length of construction time, traffic flow during construction as concerns.	DOT&PF and its construction contractor will work with businesses to minimize impacts during construction.
19	Are sidewalks and bike paths planned for Main Street?	Yes.
20	What is being done for parking along Main Street? Businesses need the parking.	Parking impacts should be minimal. During design DOT&PF will work with businesses concerning parking and access.
21	Seniors need benches so they can walk from the Senior Center and rest.	We are aware of these concerns. We will work with the City of Wasilla and these details will be determined during final design.
22	Concerned about the loss of parking along Main Street. How much will the road be widened?	The road will not be widened along Main Street. Small property slivers are identified for acquisition at cross street intersections. DOT&PF plans to work closely with the City and businesses to ensure sufficient parking and access is maintained.
23	The Yenlo couplet is the perfect plan. I like all aspects of it as currently suggested.	
24	Couplet is a wonderful and overdue project that will greatly improve traffic in central Wasilla	

No.	Comment (paraphrased where necessary for clarity)	DOT&PF Response
25	Add a light at Lakeview rather than Susitna.	There will be a traffic light proposed at Lakeview Avenue and KGB Road as well as Susitna Avenue and KGB Road.
26	Concerned about the accessibility into my business and losing parking spaces out front. This may hurt my walk-in business.	DOT&PF plans to work closely with the City and businesses to ensure sufficient parking and access is maintained.
27	I'm not in favor of the one way proposal.	
28	I like the proposed couplet proposal. Please do everything you can to keep the railroad crossings at grade. A cut on the south side of Yenlo is preferable to an elevated roadbed on the north side.	The Talkeetna/Yenlo would cross the highway and the railroad tracks at-grade.
29	On street parking is taking too much right of way	DOT&PF will work with the City of Wasilla on parking and these details will be determined during final design.
30	Taking only west-side Main Street right of way because public land is on east side is unfair to private property owners	The road will not be widened along Main Street. Small property slivers are identified for acquisition at cross street intersections. DOT&PF plans to work closely with the City and businesses to ensure sufficient parking and access is maintained.
31	Beautification is very important	DOT&PF will work with the city of Wasilla during design to address landscaping needs.
32	Concerned about the lack of traffic flow for business	Traffic forecasting shows an increase in local traffic over the project lifetime. Improved mobility is anticipated to enhance access to local businesses.
33	Concerned about lack of access to Parks Highway	The one-way couplet would improve access to and from the Parks Highway within downtown Wasilla.
34	Concerned that a traffic light will not be placed at Swanson	Traffic lights are proposed at the Swanson intersections with Main Street and Yenlo Street based on the 2012 Traffic Study Update.
35	Why Yenlo and not street west of Main Street?	The Main Street-Knik Street two-way couplet concept was considered a preferred alternative at one time. Updated traffic modeling shows that it no longer meets the project purpose and need. Please see Chapter 3 for more detail.
36	Concerned about business access during construction.	DOT&PF and its construction contractor will work with businesses to maintain access and minimize impacts during construction.
37	This sounds like a great project.	

No.	Comment (paraphrased where necessary for clarity)	DOT&PF Response
38	The Main-Yenlo couplet bisects my property, leaving remnant pieces that are greatly devalued.	All ROW acquisitions would be conducted in accordance with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended in 1987.
39	There should be a traffic signal at Centaur Avenue and KGB Road	Traffic engineers have modeled the project intersections. At this time, Centaur Avenue does not appear to benefit from traffic signals within the project design period (2035). Should traffic volumes change or perform differently once constructed, signals could be justified and installed as a separate project.
40	Against this project and want DOT&PF to evaluate other alternatives.	Other alternatives were evaluated in the 1993 EA, 2006 Traffic Study, and 2012 Traffic Study. The Main/Yenlo-Talkeetna one-way couplet is the only alternative that provides an acceptable level of service for traffic through the design year 2035.
41	The Main-Yenlo couplet will make it harder to know how to get to businesses on Main Street and could cost them business.	The new traffic pattern may cause initial confusion, however after a short adjustment period, it is anticipated that traffic flow would improve in the area. This should encourage more trips to Main Street businesses even during peak traffic periods, and may result in increased economic activity.
42	Instead of a couplet, why not put a stop light with turn signals and turn lanes at the Main Street/Swanson intersection to move traffic better.	Just addressing the Main Street/Swanson Avenue intersection would not meet the project purpose and need. Increasing the capacity of the north-south corridor crossing the Parks Highway is still needed.
43	This project is unnecessary if the Wasilla Bypass goes in.	DOT&PF traffic modeling shows that even with the Bypass, the north-south corridor of Main Street-KGB is insufficient to meet traffic demand in both the downtown area and along KGB to access the Bypass.



Comment Form

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Name:	SHELL EWING												
Email:	SHELL@WELDAIR.COM												
Address:	340 EAST CENTAUR AVE												
City:	WASILLA						State:	AK	Zip:	99654			

Comments (Please Print)

ALTERNATIVE D PROVIDES NO NORTHBOUND OPTION FOR THE RESIDENTS ^{IS} OF LAKEVIEW AVE, (AK) NOR FOR THE CUSTOMERS OF THE LONG ESTABLISHED COMMERCIAL BUSINESSES ON CENTAUR AVE.

IN 2009, THE RESIDENTS OF LAKEVIEW DR. AND PROPERTY OWNERS ON CENTAUR MET AT THE VFW OVER THIS ISSUE AND THE DEVELOPMENT OF THE MALLS TO BE CONSTRUCTED ACROSS FROM KAIA.

WE PETITIONED THE PLANNING COMMISSION TO REQUIRE THE DEVELOPER OF THE MALLS TO LINE UP THEIR MAIN ACCESS ACROSS FROM LAKEVIEW TO ALLOW NORTHBOUND ACCESS FOR LAKEVIEW & CENTAUR FOR THIS PROPOSED ROAD UPGRADE.

Contact: Rosetta Alcantra, Public Involvement Lead • Phone: (907) 745-4129 • Fax: (907) 745-4139 •

Email: Rosetta.Alcantra@hdrinc.com • Mail: Wasilla Main Street Project c/o HDR Alaska, Inc., 742 S. Alaska Street, Suite 1, Palmer, AK 99645-6356

EXTEND LAKEVIEW DRIVE TO THE NORTHBOUND LANES!
 OVER ↓

LOOKING AT THE TRAFFIC STUDIES OF 2006,
LAKEVIEW'S CENTRAL TRAFFIC WAS NOT
STUDIED. PARK AVE WAS - THERE ARE FEW
RESIDENTS & BUSINESSES THAT WOULD USE PARK!
TIE LAKEVIEW TO THE NORTH LANES! 😊

-----FOLD HERE-----

Place
postage
here

Wasilla Main Street Rehabilitation Project
c/o HDR Alaska, Inc.
742 S. Alaska Street, Suite 1
Palmer, AK 99645-6356



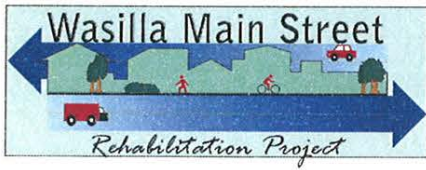
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Name:	J	O	N	A	T	H	A	N	R	A	M	I	R	E	Z																
Email:	D	O	C	T	O	R	R	A	M	I	R	E	Z	@	G	M	A	I	L	.	C	O	M								
Address:	1	1	1	E	G	L	E	N	C	I	N	C	L	E																	
City:	W	A	S	I	L	L	A																								
																			State:	A	K	Zip:	9	9	6	5	4				

Comments (Please Print)

Please consider incorporating adjacent bike paths with all new roads.
 Also allow for good pedestrian areas with good sidewalks,
 benches, bus stops. Thank you.
 Jonathan Ramirez



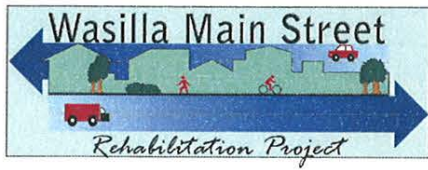
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Name:	BARBARA	J	MILLER																						
Email:	Xamulon15@geci.net																								
Address:	P	O	B	O	X	8	7	0	1	5															
City:	W	A	S	I	L	L	A																		
																		State:	A	K					
																				Zip:	9	9	6	8	7

Comments (Please Print)

Get 'er done! the traffic is usually backed up from the new business park on KGB and on Main Street up to Bogard, the sooner the better for all trying to do business (shopping & spending money in Wasilla!)



Comment Form

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Name:	RICHARD PAYNE													
Email:	RKP@cedalila.com													
Address:	360 N. Main													
City:	Wasilla AK									State:	AK	Zip:	99654	

Comments (Please Print)

1. Make it pretty sidewalks, lights, curb/gutter
2. Light at SWANSON & Main
3. Concern about loss of traffic
4. Concern change of road level
5. Option D appears best



Comment Form

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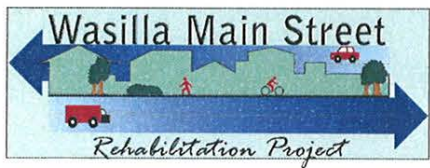
Name:	VERNE RUPRIGHT													
Email:	VRUPRIGHT@CI.WASILLA.AK.US													
Address:	290 E HERNING													
City:	WASILLA										State:	AK	Zip:	99654

Comments (Please Print)

Good plan. Good alternatives.

Improve your MAPS TO SHOW

All Cross Streets



Comment Form

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Name:	B	U	R	T	L	E	N	T																					
Email:	g	3	d	@	g	c	i	.	n	e	t																		
Address:	3	7	4	W	.	S	A	R	A	H	S	W	A	Y	W	A	S	I	L	L	A	A	K	9	9	6	5	4	
City:	W	A	S	I	L	L	A														State:	A	K	Zip:	9	9	6	5	4

Comments (Please Print)

You will need ~~a~~ well-defined pedestrian crossings to accomodate Wasilla's Lake-to-Lake Trail along Park Avenue for both KGB and Talkeetna Street.



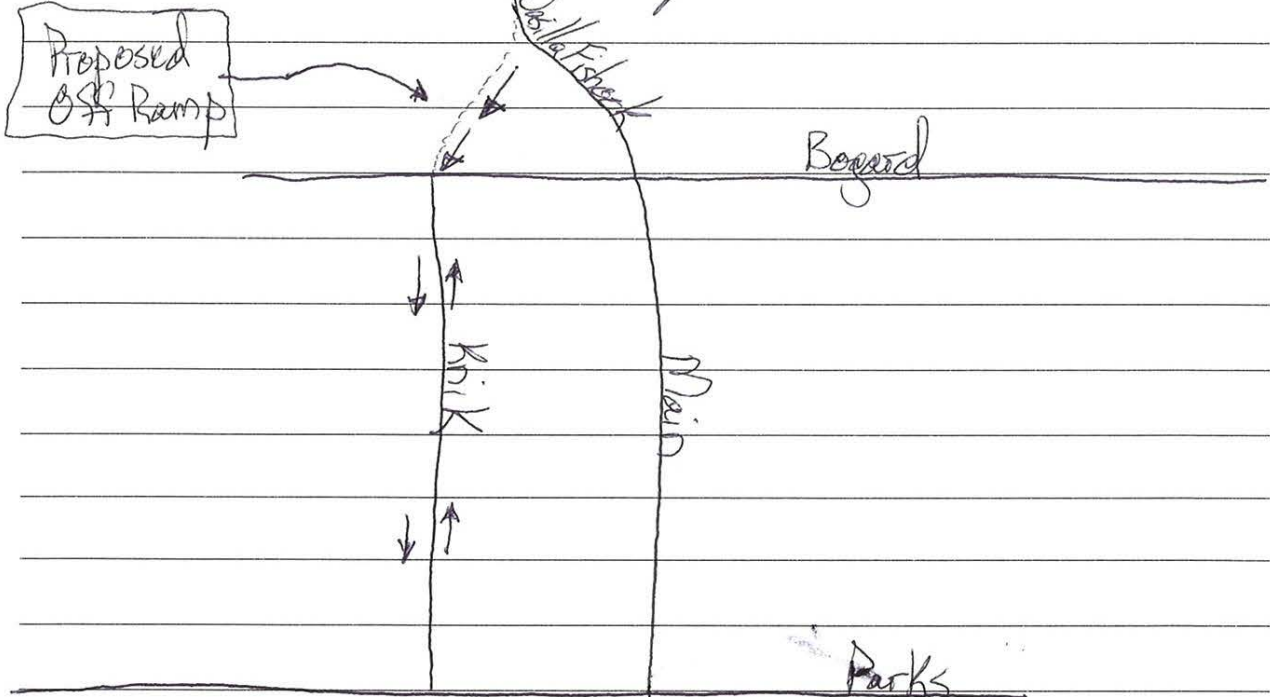
Comment Form

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Name: David Martin
Email: danddmartin@gmail.com
Address: 400~~N~~ Main St.
City: Wasilla State: AK Zip: 99654

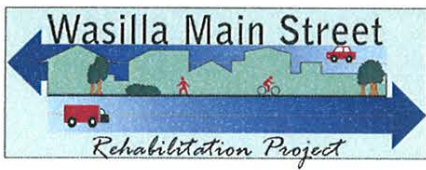
Comments (Please Print)

There should be an off-ramp southbound off of Wasilla Fishhook that directs traffic to Kirk St. Kirk St. should then have its stop signs removed to enhance N^o → S flow. Kirk St. will effectively help alleviate traffic that has to turn \odot onto the Parks from Main St.



Contact: Rosetta Alcantra, Public Involvement Lead • Phone: (907) 745-4129 • Fax: (907) 745-4139 •

Email: Rosetta.Alcantra@hdrinc.com • Mail: Wasilla Main Street Project c/o HDR Alaska, Inc., 742 S. Alaska Street, Suite 1, Palmer, AK 99645-6356



Comment Form

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Name:	D	O	U	G	M	I	L	L	E	R																																
Email:	d	o	u	g	m	i	l	l	e	r	.	d	s	m	@	j	u	n	o	.	c	o	m																			
Address:	6	6	5	W	H	O	L	I	D	A	Y	D	R																													
City:	W	A	S	I	L	L	A																											State:	A	K	Zip:	9	9	6	5	4

Comments (Please Print)

1. Concerned about bottleneck northbound Yenlo to Bogard to Fishhook
2. should have left turn to allow people to southbound Knik back to northbound Yenlo w/out going to PW Hard make U-turn.
3. for businesses on west side of main street impacted by ROW take; → ~~could they~~ additional parking ~~can~~ could be developed behind these buildings → immediately behind building on west side of main.
4. cross streets east-west and say south of Parks they must be developed / improved concurrent w/ this project.



Comment Form

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Name:	Debbie Martin													
Email:	danddmartin@gmail.com													
Address:	400 N Main St													
City:	Wasilla										State:	AK	Zip:	99654

Comments (Please Print)

2 concerns: 1) If parking on Main St turned solely into on-street parking, those businesses directly off the street will have their parking substantially decreased. With the current parking at each business allowing for store-front parking while still providing on-street parking would enable easy access for the businesses.

2) The current proposed stop light south of the Parks on KGB at Susitna Ave seems to be located too close to the traffic coming on from the Parks and Main St. The distance from the current stoplight at the highway and the railroad seems to the proposed stoplight seems like it will cause undue congestion.



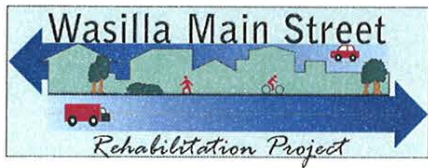
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Name:	C	I	D	I	M	A	R	T	I	N																
Email:	J	C	M	A	R	T	I	N	@	M	T	A	O	N	L	I	N	E	.	N	E	T				
Address:	4	0	0	N	M	A	I	N	S	T																
City:	W	A	S	I	L	L	A																			
																		State:	A	K	Zip:	9	9	6	5	4

Comments (Please Print)

ROW on main St, access for Businesses
 Length of construction time, traffic
 flow during construction are all concerns
 for our business. Are there sidewalks
 planned for main St? What about
 bike paths? Parking for Businesses
 on main St. We have a large volume
 practice & need the parking.



Comment Form

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Name:	T A F F I N A K A T K U S																			
Email:	t a f k a t s t u d i o s @ g c i n e t																			
Address:	2 6 5 2 w a s i l l a																			
City:	W a s i l l a												State:	A / C			Zip:	9 9 6 5 4		

Comments (Please Print)

Benches for Seniors from the South side
 so seniors can walk from Senior
 Centers and rest.
 nice benches,

- We want to be a Senior friendly



Comment Form

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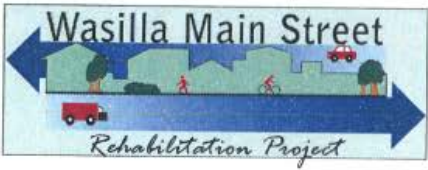
Name:	Kathy Sage														
Email:	sagealaska@gmail.com														
Address:	2508 N Pointe Circle														
City:	Wasilla									State:	AK	Zip:	99654		

Comments (Please Print)

My husband & I own Alaska Center
for Dentistry on main St. across
from Post office. We are concerned
with any loss of parking for
our business. How much will the
existing road be widened??

Contact: Rosetta Alcantra, Public Involvement Lead • Phone: (907) 745-4129 • Fax: (907) 745-4139 •

Email: Rosetta.Alcantra@hdrinc.com • Mail: Wasilla Main Street Project c/o HDR Alaska, Inc., 742 S. Alaska Street, Suite 1, Palmer, AK 99645-6356



Comment Form

4/12/12

Your input is important to this project. Please provide your comments below and submit at the meeting, mail to the address preprinted on the back of this page, or fax (see number at bottom). You can also email your comments (see information below). Attach extra pages as needed.

Name:	Eric Jensen																		
Email:	emjensen@acinc.net																		
Address:	167 Park Avenue																		
City:	Wasilla																State:	AK	Zip: 99654

Comments (Please Print)

The plan/complete is the perfect plan.
I like all aspects of it as currently
suggested.

Eric Jensen

Rec 4/2/12



Comment Form

Your input is important to this project. Please provide your comments below and submit at the meeting, mail to the address preprinted on the back of this page, or fax (see number at bottom). You can also email your comments (see information below). Attach extra pages as needed.

Name:	J	i	m	F	A	I	K	S																																					
Email:	A	l	a	s	k	a	l	p	a	c	a	@	m	t	a	o	n	l	i	n	e	.	n	e	t																				
Address:	P	o	B	o	x	5	2	1	1	5	2																																		
City:	B	i	g	L	a	k	e																																						
State:	A	K																																											
Zip:	9	9	6	5	2																																								

Comments (Please Print)

I think the Couplet is a wonderful and overdue project which will greatly improve traffic in Central Wasilla.

I would like to suggest that you put a light at Lakeview rather than Susitna. Lakeview can (does) go through to Talkeetna. Lakeview extends + serves a lot of property to the West, and to the East it runs into a very large commercial area that will see tremendous growth.

on the other hand
Susitna goes only a few blocks to the West + hits the lake, + a few blocks to the East + hits the railroad.

thil



Comment Form

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Name: L I N D A B R A N D O N
 Email: L I N D A @ L I N D A B R A N D O N . C O M
 Address: 4 3 6 N M A I N S T
 City: W A S I L L A State: A K Zip: 9 9 6 5 7 4

Comments (Please Print)

I'm concerned about the accessibility into my business & loosing parking spaces out front.

This may hurt my walk-in business

I'm not in favor of the one way proposal.

Jude Brandon

Rec.
4/16/12

From: Anne Kilkenny [annekilkenny@hotmail.com]
Sent: Monday, April 16, 2012 8:45 PM
To: Alcantra, Rosetta M.
Subject: 041612 Anne Kilkenny

To Whom It May Concern:

I generally like the proposed Wasilla Main St/Yenlo couplet proposal.

Please do everything you can to keep both RR crossings at grade.

A cut on the south side of the RR at Yenlo is preferable in my opinion to an elevated roadbed on the north side.

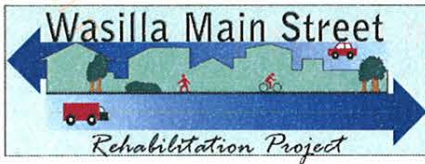
Thank you,

Anne Kilkenny
P. O. Box 870163
Wasilla, Alaska USA
99687-0163

907-376-6225

Live Simply. Love Generously. Care Deeply. Speak Kindly. Leave the rest to God.

Rec.
5/1/12



Comment Form

Your input is important to this project. Please provide your comments below and submit at the meeting, mail to the address preprinted on the back of this page, or fax (see number at bottom). You can also email your comments (see information below). Attach extra pages as needed.

Name:	TYAN and RICHARD Payne																			
Email:	honscofPAYNE@GCI.NET																			
Address:	546 N. Main Wasilla																			
City:	Wasilla																			
										State:	AK									
											Zip:	99654								

Comments (Please Print)

1. On street parking taking too much right of way
2. Taking only on west-side because public land on East side, unfair to private property owners
3. Very interested in beautification
4. Concerned about lack of traffic flow for business
5. Concerned about lack of access to parks Hwy
6. Concerned that a traffic light will not be placed at SWANSON
7. Why Yewlo and not street west of main street.
8. Business access during construction

From: Terry Beal [beal@mtaonline.net]
Sent: Monday, April 16, 2012 1:14 PM
To: Alcantra, Rosetta M.
Subject: 041612 Terry Beal

Rosetta
Could you direct me to some maps of the proposal for Main and Yenlo.
Hopefully online.
This sounds like a great project.

Terry Beal,
Land Sales
Dynamic Properties
3111 C Street Suite 100
Anchorage, Ak 99503
Direct: **(907) 261-7545**
beal@mtaonline.net

From: mark santoro [<mailto:mdsantoro@msn.com>]
Sent: Tuesday, February 05, 2013 8:00 AM
To: OBrien, Murph
Subject: RE: Wasilla Main Street

Murph, there are many concerns that I have in regards to the proposed Wasilla Main Street Alternative D Project.

First of all my property is in the core of Wasilla Commercial development surrounded by a 90,000 sq. ft. Native Medical Center to the south and many retail shops to the north. It is in a prime commercial zone in central Wasilla.

It is an elevated 14 acre lot with good drainage and dry ground and ideal for development, especially for a large "box" national retailer, if kept in its present form.

Now, your plans are to put in a diagonal main road bisecting the property, as well as a intersecting secondary road on the south west portion of the parcel, which once built will leave the remainder of the property at an elevated position with no access to the road and 3 separated parcels. This will greatly devalue the remainder of the parcels.

Also, since there are 2 signalized intersections north of the Parks on Main St., and the majority of the traffic will be flowing south bound pass the Parks Hwy. on KGB Road, there should also be a signal at the point where Centaur Ave and KGB Road meet.

I cannot see where this project will be beneficial to my property and I am set against it. If you have any alternative plans I would advise to to further evaluate these plans.

Thank You,

Mark Santoro

From: Murph.Obrien@hdrinc.com
To: mdsantoro@msn.com
CC: Kelly.Petersen@alaska.gov; Linda.Smith@hdrinc.com
Subject: Wasilla Main Street
Date: Mon, 4 Feb 2013 23:02:40 +0000

Hello Mark,

Good talking with you today. Lets open communication lines. I fully understand that Alternative D impacts your property. Please outline your concerns and we will see what we can do to address/mitigate them.

Talk to you soon.

Thanks Murph

MURPH O'BRIEN

SENIOR TRANSPORTATION PROFESSIONAL

Palmer Office

907.644.2138 | fax: 907.745.4139 | murph.obrien@hdrinc.com

HDR Alaska Inc | 742 S. Alaska Street Suite 1 | Palmer, AK

99503

hdrinc.com



received 10/11/13
(initials)

Comment Form

Your input is important to this project. Please provide your comments below and submit at the meeting, mail to the address preprinted on the back of this page, or fax (see number at bottom). You can also email your comments (see information below). Attach extra pages as needed.

Name:	N o l a B r a g g																			
Email:																				
Address:	2 3 5 1 N L u c i l l e S t																			
City:	W a s i l l a					<i>AA</i>					State:		A K			Zip:		9 9 6 5 4		

Comments (Please Print)

I don't like the proposed 2-one-way streets. For all the businesses on Main Street, it will be harder to figure out how to get to them and could cost them business. Why not put a stop light with turn signals and turn lanes at the Post office/Library intersection. That should move traffic better since most people don't know how to use a 4-way stop.

This will all be a mute point if the Wasilla By-Pass goes in!

Additional Public Involvement Records

PROOF OF PUBLICATION

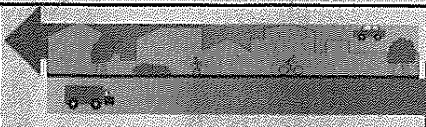
I00746419
Acct# 269276

Cindy Grove

being first duly sworn on oath deposes and says that he/she is an accounting clerk of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved as a proof of publication and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on 10/30/2013 and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed

Cindy Grove



Wasilla Main Street
Rehabilitation Project
State Project No. 60077

**Notice of Availability for Review
ENVIRONMENTAL ASSESSMENT &
PUBLIC HEARING OPEN HOUSE**

When: Wednesday, November 20, 2013, 6-8 pm
Presentation at 6:45 pm

Location: Menard Sports Center
1001 S. Mack Drive, Wasilla


please join us!

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend a Public Hearing Open House to provide comment on the Environmental Assessment (EA) for the proposed Wasilla Main Street Rehabilitation project. Team members will be available to discuss the EA, alternatives evaluated, answer your questions and accept your comments on the proposed project.

The Proposed Action consists of a one-way couplet with a southbound corridor along Main Street/KGB Road and a northbound corridor on the Yenlo/Talkeetna Street corridor. The typical section would be two- and three-lane one-way legs, with turning lanes as needed. An at-grade intersection would be constructed at the intersections of the Yenlo/Talkeetna Street corridor with the Parks Highway and the Alaska Railroad, and traffic signals would be installed and replaced along several intersections.

Copies of the EA are available for review at the Wasilla Public Library at 391 N. Main St. and with the City Clerk at 290 E. Herring Ave. in Wasilla, and online at www.wasillamainstreetproject.com. Those wishing to submit comments may do so at the Public Hearing or send them to:

COMMENTS: Brian Elliott, DOT&PF
Regional Environmental Manager
Preliminary Design and Environmental
4111 Aviation Drive, Anchorage, Alaska 99519



To become part of the official EA comments, written comments must be received by 5:00 p.m. on **December 6, 2013**. A court reporter will be available at the Public Hearing to provide an opportunity to make verbal comments about the project.

If you have any questions or require additional information, please contact Kelly Petersen, P.E., Project Manager, at 269-0546, or Brian Elliott, Environmental Manager, at 269-0539. Individuals with hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) number, 269-0674. We can offer reasonable accommodation for special needs related to other disabilities.

www.wasillamainstreetproject.com

PO Box 873509
Wasilla, AK 99654

(907) 352-2250 ph
(907) 352-2277 fax

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA, STATE OF ALASKA, THIRD DIVISION
BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, THIS DAY
PERSONALLY APPEARED BEFORE **CHERYL METIVA** WHO, BEING
FIRST DULY SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE
LEGAL AD CLERK OF THE **FRONTIERSMAN** AND THE **VALLEY SUN**
PUBLISHED AT WASILLA, IN SAID DIVISION THREE AND STATE OF ALASKA
AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED IS A TRUE
COPY, WAS PUBLISHED ON THE FOLLOWING DAYS:

NOVEMBER 3, 6, 17, 19 & 20, 2013

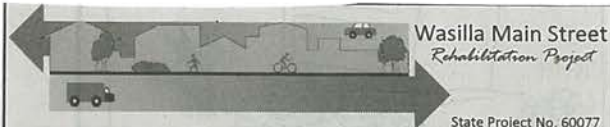
AND THAT THE RATE CHARGED THEREIN IS NOT IN EXCESS OF
THE RATE CHARGED PRIVATE INDIVIDUALS.

Cheryl Metiva
SUBSCRIBED AND SWORN TO BEFORE ME
THIS 20th DAY OF NOVEMBER, 2013.

Laura Cox
NOTARY PUBLIC FOR STATE OF ALASKA



HDR



**Notice of Availability for Review
ENVIRONMENTAL ASSESSMENT &
PUBLIC HEARING OPEN HOUSE**

When: Wednesday, November 20, 2013, 6-8 pm

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Location: Menard Sports Center
1001 S. Mack Drive, Wasilla

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From: Meade, Zoe
Sent: Friday, November 15, 2013 12:16 PM
To: Maxwell, Eddie
Cc: Smith, Linda
Subject: RE: PSA for KAYO - Wasilla Main Street Rehabilitation Project

Thank you Eddie, we appreciate the quick response and your willingness to run the ad!

From: Maxwell, Eddie [<mailto:eddie@countrylegends1009.com>]
Sent: Friday, November 15, 2013 12:12 PM
To: Meade, Zoe
Subject: RE: PSA for KAYO - Wasilla Main Street Rehabilitation Project

Hi, Zoe!

You bet. Thanks for reaching out.

Best,

Eddie Maxwell
Operations Manager
Country Legends 100.9 FM/KAYO
5431 E. Mayflower Ln. Unit 3
Wasilla, AK 99654
Office: (907)631-0493 x. 4006
Cell: (907)301-2966
Fax: (907)631-0483
www.countrylegends1009.com

From: Meade, Zoe [<mailto:Zoe.Meade@hdrinc.com>]
Sent: Friday, November 15, 2013 12:08 PM
To: Maxwell, Eddie
Subject: PSA for KAYO - Wasilla Main Street Rehabilitation Project

Hi Eddie,

My name is Zoe and I work with HDR Alaska Inc., we are handling the public involvement portion of the Wasilla Main Street Rehabilitation Project for ADOT&PF. Would you be willing to run a Public Service Announcement for us this weekend or anytime leading up the meeting which will be held next Wednesday November 20, 2013?

The text should read:

Please join the Alaska Department of Transportation and Public Facilities for an open house and public hearing on the proposed Wasilla Main Street Rehabilitation Project on Wednesday, November 20, 2013 from 6:00 – 8:00 pm, with a presentation at 6:45 pm located at Menard Sports Center meeting rooms at 1001 South Mack Drive, Wasilla, Alaska.

The project team will update the public on the project, review the results of the environmental assessment document, and answer questions. Comments on the environmental assessment are requested by Friday December 6th, 2013.

If you have any questions please feel free to reach me at my office. My number is 865-2213.

Thank you,

ZOE MEADE

HDR Alaska, Inc.
Environmental Scientist

2525 C Street, #305 | Anchorage, AK 99503
907.865.2213
zoe.meade@hdrinc.com | hdrinc.com

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Wasilla Main Street Rehabilitation Project DATE: November 20, 2013



ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



PUBLIC HEARING/OPEN HOUSE

SIGN IN SHEET

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
William Miller	P.O. Box 871174 WASILLA	907 374-3383	M	W
Gree Johnson			m	w
Jeanne Bourne			F	W
Jim Amundsen	4111 Aviation Dr, Avc 99518	269-0566	M	W
Roy Martindale	ronmartindale@kunoyang.com	344-7520	M	W
Al Burton	al.burton@alaska.gov	269-0647	M	O

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Wasilla Main Street Rehabilitation Project **DATE:** November 20, 2013

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
William H. Miller	P.O. Box 870151 Wasilla, AK 99687	376- 5636	M	A
Andrew Farkis		631- 9155	M	
Jim Farkis	Box 521152 Big Lake	892- 8982	M	
Cindi Martin	400 W. Main St.	373- 2082	F	
Archie Giddings	290 E. Heming Wasilla	373 9010	M	Yes
Nelly Petersen	DOT&PF	269- 0540	F	W
Linda Smith	HDR	865- 2207	F	W



PROJECT CONTACTS:

Project Questions:

Kelly Petersen, P.E.
 DOT&PF Project Manager
 907-269-0546
 E-Mail: kelly.petersen@alaska.gov

EA Comments:

Brian Elliott
 DOT&PF Environmental Manager
 P.O. Box 196900
 Anchorage, AK 99519-6900

Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF) in partnership with the Federal Highway Administration (FHWA) has prepared a Draft Environmental Assessment (EA) for the Wasilla Main Street Rehabilitation project, following the guidance of the National Environmental Policy Act (NEPA).

The purpose of the project is to improve mobility within the downtown core of Wasilla, addressing the following needs:

- Poor system connectivity caused by a lack of north-south corridor capacity
- Intersection configurations that contribute to congestion
- Safety issues, including high intersection crash rates

The Proposed Action consists of a one-way couplet with a southbound corridor along Main Street/KGB Road and a northbound corridor on the Yenlo/Talkeetna Street corridor. The typical section would be two- and three-lane one-way legs, with turning lanes as needed. An at-grade intersection would be constructed at the intersections of the Yenlo/Talkeetna Street corridor with the Parks Highway and the Alaska Railroad, and traffic signals would be installed and replaced along several intersections.

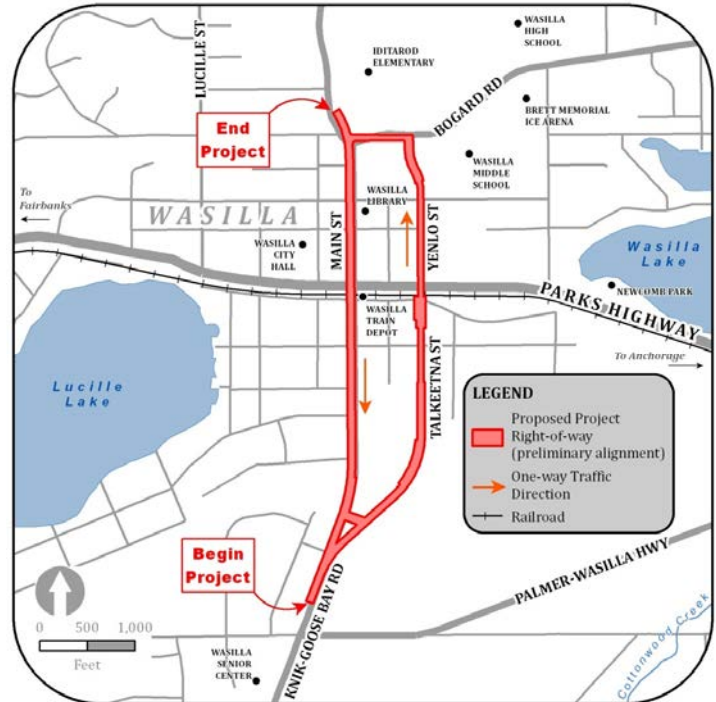
Impacts associated with the Proposed Action include acquisition of additional right-of-way, changes to traffic and driveway access, increased traffic noise along the Yenlo/Talkeetna Street corridor, and increased impervious surfaces within the project area. Construction of the Proposed Action would cause temporary effects, including increases in noise levels, minor degradation of air and water quality, traffic delays, and changes in accessibility to businesses.

The Draft EA documents can be viewed online at <http://www.wasillamainstreetproject.com>. Copies of the EA are available for review at the Wasilla Public Library at 391 N. Main St. and with the Wasilla City Clerk at 290 E. Herning Ave.

Next Steps

Those wishing to submit written comments on the EA may do so at the Public Hearing or mail them to Brian Elliott (see contact information above) by **Friday, December 6th**. A court reporter is available at the Public Hearing to provide an opportunity to make verbal comments about the project.

DOT&PF will prepare a Final EA document, which will address comments and issues raised during the comment period. FHWA will then determine if a Finding of No Significant Impact (FONSI) decision can be approved.



Wasilla Main Street Rehabilitation Project

Welcome!

Wasilla Main Street Rehabilitation Project



Public Hearing & Open House
November 20, 2013
Menard Sports Center
Wasilla, Alaska

www.wasillamainstreetproject.com

Wasilla Main Street Rehabilitation Project

Project Team

Federal Highway Administration	Alaska Department of Transportation & Public Facilities	Consultant Team
Al Fletcher	Kelly Petersen, P.E., Project Manager	Murph O'Brien, HDR Manager
	Environmental • Brian Elliott Engineering: • Alvin Talbert Right of Way • Al Burton	Environmental • Linda Smith, HDR Public Involvement • Zoe Meade, HDR Preliminary Engineering • Calex Gonzalez, P.E., HDR Traffic Analysis - Kinney Engineering • Randy Kinney, P.E. • Jeanne Bowie, P.E. • Ron Martindale

Wasilla Main Street Rehabilitation Project

Meeting Purpose

- House Keeping Items
- Project purpose and need
- Project history and current status
- Draft Environmental Assessment (EA) and its findings
- Next Steps
- Answer questions

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Wasilla Main Street Rehabilitation Project

Project Purpose & Need


Improving local mobility for people and freight

- Improve system connectivity
- Reduce Congestion – reduce intersection delay
- Enhance Safety – reduce crash rates, minimize railroad/roadway conflicts,

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Wasilla Main Street Rehabilitation Project

Project Study Area



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Wasilla Main Street Rehabilitation Project

Project Area Needs

- Congestion
- High accident rates
- Low level of service
- Need to increase capacity
- Incomplete connectivity of pedestrian facilities
- Business access
- Need for North-South connections
- Lack of conformity to construction design standards
- Issues with driveway corner clearance
- Driveway landings
- Maintenance of "Downtown" core area
- Accommodate existing and future traffic needs

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Project History

- 1980s**
 - 1983: Preliminary Studies started
- 1990s**
 - 1992: Knik-Main Couplet proposed
 - 1993: Environmental Assessment (EA) for Wasilla-Fishhook Rd (Glenwood-Schrock) completed. Knik-Main Couplet the preferred alternative.
- 2000s**
 - 2001: City raises concerns about Knik-Main Couplet impacts
 - 2001: 3-lane Main St proposed as interim measure while studies continue
 - 2003: EA re-evaluated
 - 2004-2006: Traffic Study supports new Main-Yenlo Couplet alternative. City Council concurs
 - 2008: New suggested alternative requires new EA
- 2010s**
 - 2012: Traffic Study updated to check 2006 projections and conclusions
 - 2012: DOT&PF and FHWA move forward with EA
 - 2013: Preliminary Engineering Report Completed
 - 2013: Draft Environmental Assessment Prepared

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2006 Traffic Study

Purpose

- Determine necessary improvements for Main Street and core downtown area to address existing and future traffic needs.

Need

- Wasilla's Downtown congestion impacts local mobility and travel efficiency.

Methods

- Extensive traffic analysis and public process
- Examined wide range of alternatives

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2012 Traffic Study

Findings of the 2012 study update:

- Reevaluated all the alternatives using:
 - Updated traffic volumes and turning-motions
 - Extended traffic forecasts to 2035 (design year)
 - Included most recent crash rates (1999-2009)
- Confirmed 2006 Traffic Study conclusions

The next 6 slides explain the results of the 2006 and 2012 Traffic Studies.

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No Build Alternative

Components of No Build:

- Existing road system remains

Why dismissed?

- Does not meet the Purpose & Need (P&N) for the project
- Traffic progressively worsens
- Does not address mobility, capacity, safety, congestion or travel efficiency issues

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Alternative A

Components of Alternative A:

- One travel lane in each direction with a center two-way left turn lane
- 3 Lane Main Street/KGB

Why dismissed?

- Does not meet the P&N
- Will not provide acceptable level of service (LOS D is minimum) under any scenario

(Was restriped north of Parks Highway as an interim fix)

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Alternative B

Components of Alternative B:

- 5-Lane Main Street/KGB
- Two travel lanes in each direction with a center 2-way left turn lane

Why dismissed?

- Does not meet P&N
- Public opposition over large ROW takes
- Only meets acceptable LOS D if Parks Alternative is constructed
- Fails before any new roads would be in place

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Alternative C

Components of Alternative C:

- Knik-Main Street two-way Couplet
- Knik Street bridge over the Parks Highway and railroad
- New connection from Nelson/Knik Street intersection north to Wasilla-Fishhook road
- Realign the Knik Street intersection with Park Avenue
- Does move needed traffic volume

Why dismissed?

- Extensive right-of-way requirements
- Local concern with high level of community impacts

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Alternative C Rendering

**ALTERNATIVE C
KNIK STREET OVERPASS**

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Alt D: Proposed Action

Components of Alternative D:

- Main-Yenlo One-Way Couplet
- Extend and connect Yenlo and Talkeetna Streets to provide the northbound corridor
- Change Main Street and a segment of Knik-Goose Bay Road into a southbound corridor

Alternative D:

- Meets P&N
- Does address mobility, connectivity, safety, and congestion issues.
- Has support of City of Wasilla

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Where are we now?

- 2006 Traffic Study recommendations to move the Main-Yenlo couplet forward (modified to terminate at Bogard Road)
 - Supported by City Council in 2006
- Funding available to address project
 - FHWA transportation improvements funding
 - City of Wasilla State Grant to acquire ROW pending completion of updated environmental assessment and initiation of design
- 2012 Update of the 2006 Traffic Study Completed
- 2013 Preliminary Engineering Report Completed
- 2013 Draft Environmental Assessment Prepared

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NEPA Process

- National Environmental Policy Act (NEPA) requires a decision document to consider all reasonable alternatives and assess environmental consequences
- New document required:
 - Long time period since last evaluation
 - 1993 EA and 2003 Re-evaluation did not consider the Main-Yenlo Couplet

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NEPA Process

ENVIRONMENTAL REVIEW PROCESS

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Wasilla Main Street Rehabilitation Project

EA Studies

- Traffic Analysis
- Engineering Design
- Right of Way Issues
- Noise Analysis
- Cultural Resources
- Phase I Environmental (hazardous materials)
- Public Process

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Wasilla Main Street Rehabilitation Project

EA Study Results

- Traffic Analysis – Only Proposed Action meets LOS and traffic capacity needs
- Cultural Resources – No historic properties affected
- Phase I Environmental (hazardous materials) – Low risk of encountering contaminated soils associated with nearby gas stations and industrial uses.

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Wasilla Main Street Rehabilitation Project

Preliminary Design

- Railroad Ave access changes
- Yenlo St. connection with Bogard Rd
- At-grade road crossings
- At-grade rail crossings

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Wasilla Main Street Rehabilitation Project

Preliminary Design (cont)

- Ties into existing storm water system
- Dedicated left turn access from southbound KGB Road to new northbound Talkeetna Street

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Wasilla Main Street Rehabilitation Project

Preliminary ROW Impacts

- 8 acres of additional ROW needed
- No total parcel acquisitions or relocations required
- 34 properties impacts, mostly sliver/partial acquisitions
- 6 acres are identified across just 2 parcels
 - Some refinement in acreage expected with design

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Wasilla Main Street Rehabilitation Project

Noise Impacts

- Nine properties predicted to be impacted by 2035
 - 6 properties exceed established criteria (4 residential, 1 church, 1 commercial)
 - 3 properties increase by more than 15 dBA (1 commercial, 2 undeveloped)
- Barriers were considered per DOT&PF Noise Policy
 - Could not reduce noise by at least 7 dBA or cost below \$32K per benefitted residence
 - None considered reasonable

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Wasilla Main Street Rehabilitation Project

Public Concerns

- Public concern associated with the general project include:
 - Potential for loss of on-street parking
 - Changes to business access
 - Potential loss of business during construction
 - ROW acquisition impacts to private property
 - Requests for additional traffic signals within project area
 - Interest in improved pedestrian and bicycle facilities
- Comments addressed in EA

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Wasilla Main Street Rehabilitation Project

Schedule

```

    graph LR
      S1[Summer 2011: Update Traffic Study, Field Work] --> W1[Winter 2011 - Fall 2012: Prepare Tech Reports]
      W1 --> S2[Spring 2012: Public Meeting #1]
      S2 --> S3[Spring Fall 2013: Prepare Draft EA]
      S3 --> F1[Fall 2013: Draft EA Review, Public Meeting #2]
      F1 --> W2[Winter 2013: Final EA, FHWA Decision]
      W2 --> D[2014 Design]
  
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Wasilla Main Street Rehabilitation Project

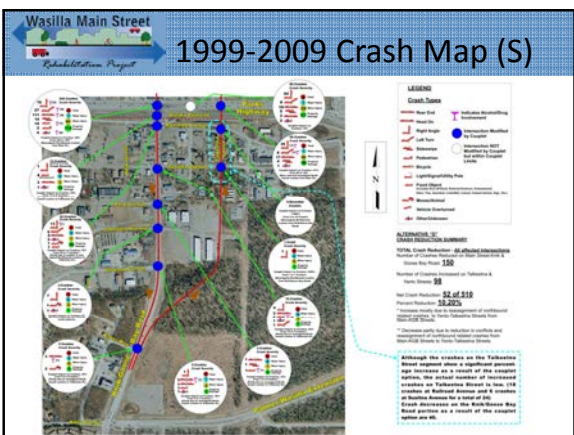
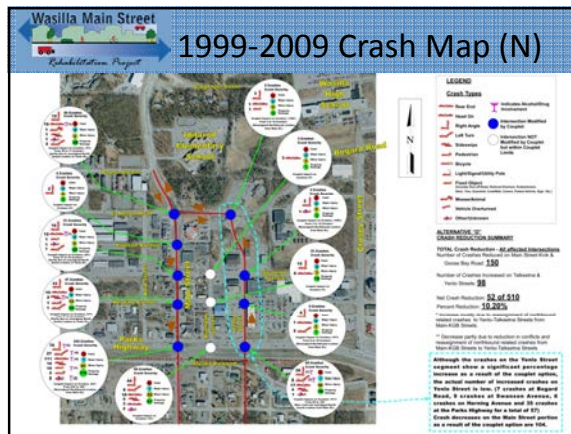
Your Input is Important

Comments must be received by December 6, 2013 at 5 PM

- Provide formal verbal comments at the Court Reporter Station at this meeting
- Submit written comment form in the box
- Email: Brian.Elliott@alaska.gov
- Mail: Brian Elliott, P.O. Box 196900, Anchorage, AK 99519-6900

Thank you!

www.wasillamainstreetproject.com



Couplet could be in place by 2017

Posted: Thursday, November 21, 2013 7:26 pm

WASILLA — More than three decades of frustration with traffic congestion through downtown may finally be nearing a solution.

State engineers and planners are winding down the environmental assessment phase of a plan that would upgrade roads and reroute downtown traffic through a pair of one-way north-south streets, known as a couplet. If all goes well, the Wasilla Main Street Rehabilitation Project (aka Wasilla couplet) could begin construction by 2016 and be completed by 2017, said Kelly Petersen, project manager for the state Department of Transportation and Public Facilities.

“We haven’t got into phasing plans at this point, but I don’t think it would be really any more than a year of construction for this project,” she said.

Because 90 percent of the estimated \$23 million project is federal money, the state has to jump through more hoops to satisfy requirements for using that funding, Petersen said. That’s what brought the project team to Wasilla Wednesday evening to take public comments on the federally required environmental assessment (EA) of the plan. In that draft document, the state and city really only have two viable options to consider.

One is called the “do nothing” option, which would leave downtown traffic flow as-is. Doing nothing is not recommended, according to the document.

“Congestion and delay would persist, ultimately reaching unacceptable levels,” the draft EA says.

Option two is the couplet, which would make Main Street/Knik-Goose Bay Road one-way southbound from Bogard Road to about Enter Place. Conversely, a new intersection would be built at Yenlo/Talkeena streets, which would be a one-way, northbound roadway for that same stretch. That creates a loop and a much-needed north-south alternative to a badly overloaded Main Street, Petersen said.

During the initial planning phase, one of the public concerns Petersen said she’s heard the most is about the railroad crossings at KGB and Talkeetna Street. After talking with Alaska Railroad Corp., she said the railroad is firmly behind the couplet.

“They’ve supported this and they like that we’re going for one-way streets,” she said. “Right now, they can’t get the arms (at the crossings) that come down and completely stop traffic,” she said. “But if we have two one-way roads, they can completely stop traffic from crossing. They can have the arms that come down and completely prevent anyone from getting trapped on the tracks.”

Aside from traffic flow, one of the most noticeable changes in the plan is the addition of seven new traffic lights at intersections along Main/KGB and Yenlo/Talkeetna streets. Because the idea is to funnel more cars more efficiently through the downtown area, the timing of those lights is important, Petersen said.

“Timing is going to be crucial there,” she said, adding that the couplet plan also allows Wasilla to achieve something its wanted for a long time — to be more pedestrian friendly.

“We’re putting pedestrian sidewalks on both sides, some sections we’ll have a separated pathway for bikes,” she said. “We’re really planning to have pedestrian continuity throughout the whole downtown area. It will be more of the traditional downtown core feel.”

Safety first

One of the main reasons Wasilla needs a better traffic flow through its downtown area is safety, according to the draft environmental assessment. A study from 1999 to 2008 shows that five of seven intersections affected by the couplet project are above what the state considers the “critical limit” for accidents.

DOT information presented at Wednesday’s public meeting shows that area experienced 510 accidents during that time period. Estimates with the couplet in place over that same time period would reduce accidents overall by 10.2 percent. That estimate includes a decrease of about 150 accidents on Main Street, which has the highest level of accidents in the downtown area. It also factors in an expected increase by creating a new intersection at Yenlo/Talkeetna and the Parks Highway.

Wasilla’s own comprehensive plan adopted in 2011 identifies the intersection of Main Street and the Parks Highway as a “critical bottleneck.”

What’s next?

Although the end is in sight, there are still plenty of federal hoops to jump through before getting there, Petersen said. For now, public comment on the draft environmental assessment continues through Dec. 6. After that, planners will move on to completing the environmental impact portion of the approval process.

“We’ll gather all the comments and we’ll respond to all the comments and see which comments can be accommodated in our design,” she said. “The next step is to prepare a finding of ‘no significant impact.’”

From there, it’s time for more funding to do final design work, then for construction.

“We’re only funded through the environmental document,” she said. “We’re not allowed to do any further design until we get that approval.”

Although the project hasn't been fully funded, Petersen said she's confident when the time comes, there will be money to build the couplet.

"The political wind is that this project is a priority," she said.

Another hurdle is securing the rights of way needed for the Yenlo/Talkeetna streets upgrades, the draft EA says. It's estimated the project would need to acquire about 8 acres of right of way to accommodate the improvements. Those would mostly come from bits and pieces of land from an estimated 34 properties in the area, many less than .1 acre.

Contact Greg Johnson at 352-2269 or greg.johnson@frontiersman.com.

ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES/FEDERAL HIGHWAY ADMINISTRATION

PUBLIC COMMENTS

Regarding:
The Draft Environmental Assessment for
Wasilla Main Street Rehabilitation Project

Taken November 20, 2013
Volume I - Pages 1 - 6, inclusive

Taken at
Menard Sports Center
1001 South Mack Drive
Wasilla, AK 99654

Reported by: Valerie Martinez, RPR

Arctic Court Reporters, LLC
(907) 227-6841

I N D E X

PUBLIC COMMENTS:	PAGE
Jim Faiks.....	3
Archie Giddings.....	3
James Martin.....	4

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C O M M E N T S

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2 JIM FAIKS: My name is Jim Faiks, F-a-i-k-s.
3 I live in Big Lake. 521152 is my post office box in Big
4 Lake, 99652. My phone number, 907-892-8482. And I'd
5 just like to say I'm very much in favor of the proposed
6 Main Street couplet and would really like to encourage
7 it to be completed as soon as possible, as I think it
8 will be very beneficial to the community.

9 ARCHIE GIDDINGS: My name is Archie Giddings,
10 A-r-c-h-i-e G-i-d-d-i-n-g-s. I'm the public works
11 director for the City of Wasilla. 290 East Herning
12 Avenue, Wasilla, 99654.

13 I've been involved with this project since I
14 was city engineer in the year 2000. We thought we had a
15 great milestone in 2006 when the city council approved,
16 by resolution, the Main Street couplet project as their
17 preferred alternative for the city. And due to funding
18 constraints, DOT wasn't able to push the project
19 forward, or it would have been built by now.

20 So we're glad to see that it's back on DOT's
21 project list and this environmental document is moving
22 forward. We've tried to keep all of our councils
23 educated over the years so we have a consistent message,
24 and we still do, including our mayor, are all fully
25 behind the preferred alternative. So we're happy to see

1 it moving forward.

2 JAMES MARTIN: My name is Dr. James Martin,
3 M-a-r-t-i-n, and I'm located at 400 North Main Street,
4 which is the northwest side of Swanson and Main Street.

5 We have a health care business that employs 12
6 employees. We have patients that go through the
7 facility approximately -- average is 50 a day. Our
8 biggest concern is our parking in front of the building.
9 We require ten parking spaces. The people aren't
10 there very -- patients aren't there very long, but
11 they're about ten an hour throughout the day or more.
12 There's two doctors that work in the facility.

13 Our biggest concern is access to the property,
14 so coming southbound on the one-way on Main Street, that
15 there's access into the parking and that there's access
16 from Swanson, both east and west, into the parking area
17 in front of the building.

18 Currently we're utilizing 54 feet of parking
19 in front of the building, and that takes it -- our
20 property line is within that margin, but I don't know if
21 with the corner cutouts, curb cutouts for the stoplights
22 and signal lights, and -- I don't know how much that's
23 going to take as far as parking. It could take one or
24 two spaces from that, and so my biggest concern is that
25 if there are -- I don't know what the easement is for

1 the roadway, but if it could be, you know, considered
2 since 90 percent of the businesses are on the west side
3 of the street and most all of the buildings on the other
4 side are either city or federal buildings -- post
5 office, library, museum, fire station -- that if it
6 could be aligned or shifted towards the east versus the
7 west, that that would be of considerable benefit to all
8 of the businesses along the roadway.

9 The other comment I'd like to make is that there
10 aren't any barriers or curb barriers that don't allow
11 access turning lanes into the businesses on the east
12 side of Main Street. And that's it. Thank you.

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REPORTER'S CERTIFICATE

I, VALERIE MARTINEZ, RPR, and Notary Public in and for the State of Alaska do hereby certify:

That the proceedings were taken before me at the place herein set forth; that the proceedings were reported stenographically by me and later transcribed under my direction by computer transcription; that the foregoing is a true record of the proceedings taken at that time; and that I am not a party to nor have I any interest in the outcome of the action herein contained.

IN WITNESS WHEREOF, I have hereunto subscribed my hand and affixed my seal this 21st day of November, 2013.

VALERIE MARTINEZ, Registered Professional Reporter Notary Public for Alaska

My Commission Expires: June 22, 2014

From: OBrien, Murph
Sent: Wednesday, November 20, 2013 8:42 AM
To: Smith, Linda
Subject: FW: Main Street Couplet
Attachments: Scan_20131120_084828.pdf

A couple of small comments.

From: Archie Giddings [<mailto:agiddings@ci.wasilla.ak.us>]
Sent: Wednesday, November 20, 2013 8:40 AM
To: OBrien, Murph
Subject: Main Street Couplet

See minor addition to list of commercial streets on page 3; Park Avenue & Centaur Avenue.

Note the Mayor is attending the Alaska Municipal League Conference in Anchorage this week-not likely to be attending your meeting AND we have a library building committee meeting tonight. I should be able to stop by after the library meeting around 7pm.

thanks

1.2.1. Existing Roadways

The Alaska Department of Transportation and Public Facilities (DOT&PF) functional classification for the Main Street/KGB Road segments between Bogard Road and the Palmer Wasilla Highway is Urban Principal Arterial. Consistent with the Federal Highway Administration (FHWA) Functional Classification Guidelines for principal arterials, Main Street/KGB Road is a high traffic volume corridor carrying the major portion of trips with downtown Wasilla as a destination, and providing significant intra-area travel between the core business district and the outlying residential areas. The corridor connects to the Parks Highway (Urban Interstate), the Palmer-Wasilla Highway (Urban Principal Arterial), and Bogard Road (Urban Minor Arterial). Most other roads in the project area are two-way, two-lane roads functionally classified by DOT&PF as Local Roads, except for Railroad Avenue, which was reclassified as an Urban Collector in 2011. The City of Wasilla classifies Swanson and Susitna Avenues as Major Collector Roads. Their function is to provide for intra-city movement, access to arterial roads, and moving traffic to and from residential areas. Herning Avenue, Railroad Avenue, Boundary Street, and Lakeview Street are classified by the city as Commercial Roads. Their function is to provide access to, and movement through, the business and commercial areas.

Park Avenue *Centaur Ave.*

1.2.2. Existing ARRC Facilities

ARRC facilities in the project area include the mainline track connecting Anchorage to Fairbanks and an at-grade crossing located on KGB Road. Within the project area, the ARRC track alignment runs parallel to the Parks Highway alignment. The center of the tracks is located approximately 100 feet south of the outer edge of the Parks Highway travel lanes. As shown in the photo below, the crossing at KGB Road includes overhead flashing lights, automatic gates, warning signs, and a separate pedestrian crossing.



KGB Road @ ARRC crossing – facing north towards Parks Highway



Comment Form

Your input is important to this project. Please provide your comments below and submit at the meeting or mail to the address preprinted on the back of this page. Attach extra pages as needed. You can also email your comments (see information below). Comments must be received by 5 p.m. December 6, 2013.

Name:	WILLIAM MILLER												
Email:													
Address:	P.O BOX 871174												
City:	WASILLA						State:	AK		Zip:	99687		

Comments (Please Print)

I own 558 S TALKEENA & 575 S. TALKEENA
(the house and mini storage)

My concern is with the entrance &
exit to my house & Business. There
is only 25' between the front of
my mini storage and the property line.
The hill on the house side will cause
problems with the access of my house.

my cell 355-4144

Billy

COMMENTS REQUESTED BY 5 P.M. FRIDAY, DECEMBER 6, 2013

Contact: Brian Elliott, DOT&PF Regional Environmental Manager
Email: brian.elliott@alaska.gov • Mail: P.O. Box 196900, Anchorage, Alaska 99519-6900

From: OBrien, Murph
Sent: Thursday, December 12, 2013 10:26 AM
To: lockitup97@gmail.com
Cc: Petersen, Kelly; Talbert, Alvin H (DOT); Smith, Linda
Subject: Wasilla Main Street Couplet Comment

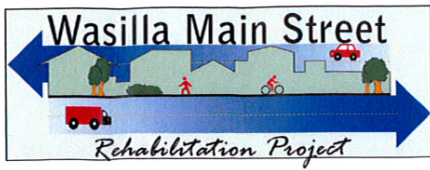
Hello Billy,

Both Calex Gonzalez and I enjoyed speaking with you at the November 20, 2012 Wasilla Main Street meeting and appreciate your support of the project. Both of the issues you raised will be addressed during the design phase of the project which we hope will be underway in early 2014. Calex will be leading the design effort and will meet with you both to discuss access requirements to your mini-storage business and the drainage issues, access and potential availability of fill for your low areas at your home.

Let's stay in touch. My office is located in Palmer and I may be reached at 907-644-2138 if you have any questions.

Thank you.
Murph O'Brien

M. Murph O'Brien
Senior Transportation Professional
907-644-2138



Comment Form

Your input is important to this project. Please provide your comments below and submit at the meeting or mail to the address preprinted on the back of this page. Attach extra pages as needed. You can also email your comments (see information below). Comments must be received by 5 p.m. December 6, 2013.

Name:	DAVID MARTIN																			
Email:	DANDDMARTIN@GMAIL.COM																			
Address:	400 N MAIN ST																			
City:	WASILLA																			
																			State: AK	Zip: 99654

Comments (Please Print)

Valley Chiropractic Clinic needs to maintain its current diagonal parking on Main St. I would be concerned that too much right of way will be used for us to use the spaces that butt up to Main St. We can not accomodate the patients that we currently see if ~~this~~ these spaces were removed. Please keep the current points of access into our parkinglot off of Main St. and Swanson Avenues. On one of the drawings it appears there is a meridian on Swanson that would prevent traffic from turning into our parkinglot. Please remove any meridian that would prevent traffic from ~~entering~~ traveling east on Swanson from entering our parkinglots.

COMMENTS REQUESTED BY 5 P.M. FRIDAY, DECEMBER 6, 2013

Contact: Brian Elliott, DOT&PF Regional Environmental Manager
 Email: brian.elliott@alaska.gov • Mail: P.O. Box 196900, Anchorage, Alaska 99519-6900

From: OBrien, Murph
Sent: Tuesday, December 03, 2013 3:11 PM
To: jcmartin@mtaonline.net; danddmartin@gmail.com
Cc: Petersen, Kelly; Smith, Linda
Subject: Wasilla Main Street Couplet Project

Hello David and Cindi,

Thank you for your comments about the proposed improvements to Main Street in Wasilla. I enjoyed speaking with you at the November 20, 2013 Public Open House. I understand your concerns about possible access and right-of-way impacts to your property located on the northwest corner of Swanson and Main Street. There may be impacts to your property. Preliminarily, it appears that a sliver of right of way may be needed to improve the curve radius of the northwest corner of the Swanson and Main intersection. However, there is no raised median currently proposed on Swanson's western approach to Main Street. The lanes are proposed to be striped. Your customers should have driveway access eastbound and westbound on Swanson as well as southbound on Main Street. Both of these issues will be revisited once we enter into detailed design.

As I remember our conversation, some of your parking may be located in the existing Main Street right-of-way. If this is true, then there may be an impact to your parking if the project needs to use all or part of the unused right-of-way for project improvements. This is a detail that again will be determined as we enter into design.

The DOT and HDR will work with you and other adjacent property owners during design to try avoid or mitigate impacts to the extent possible. Please keep in mind that the project improvements will increase safety and improve traffic flow throughout the area by eliminating many of the traffic delays experienced today. This project should improve access to your business. Without this project, the Main Street area would see a continued deterioration of traffic movement leading to gridlock.

We will be in contact as we move into the design phase of this project which should begin in early 2014. Thank you again for attending the meeting and providing us with your comments. Please contact me anytime to discuss this project.

I hope you have a great holiday season.

Thanks,

Murph

M. Murph O'Brien
Senior Transportation Professional
HDR Alaska, Inc.
742 S. Alaska Street Suite 1
Palmer, Alaska 99645
907-644-2138

From: OBrien, Murph
Sent: Monday, December 02, 2013 3:02 PM
To: Petersen, Kelly
Cc: Talbert, Alvin H (DOT); Smith, Linda; Gonzalez, Calex
Subject: Wasilla Main Street EA: Colleen Cottle Contact

Kelly,

I spoke to Colleen Cottle for 30 minutes today concerning the Wasilla Main Street project. Mrs. Cottle is a Teeland a long time Wasilla family. She has held various local including the City of Wasilla Planning Commission and has been a Wasilla City Council person. She is very supportive of this project. She recognizes the need to improve traffic in and about Wasilla especially along Main Street and KGB road. She is very pleased that the project will install a traffic signal at KGB and Lake Shore Avenue. She was disappointed that she did not receive a direct notification of the project meeting but understood that other public notices were issued and that she missed paper and radio advertisements. Her question dealt specifically with a parcel that she owns in the project area.

Mrs. Cottle owns a 40' wide by 190' long undeveloped property on the southwest corner of Main Street and Herning Avenue. She asked about potential right of way impacts and access. I responded that access would most likely be from Herning Avenue and not from Main Street due to close proximity of her 40' of Main Street frontage to the Main Street/Herning intersection. I told her that there is a proposed sliver take to her property to accommodate the curve radius at the Main Street/Herning intersection. She was concerned that she may not be left with a usable parcel. I explained that we would be working with her during the design phase to determine the extent of the right of way impact to her property. A fair market value would be established and a sale negotiated. If it were determine that the right-of-way take would not leave her a useable remainder, then her entire lot would be acquired at fair market value.

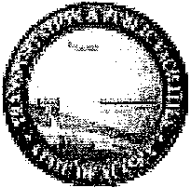
She was satisfied with this answer and asked to be kept informed. I told her that I would be happy to meet with her to discuss the project and her property to give her an overview. She was happy to her that I would continue to be involved throughout the design project. I told her that she could contact me any time with questions.

She again emphasized her support of the project and thanked me for spending time with her.

Call me if you have any questions.

Thanks Murph

M. Murph O'Brien
Senior Transportation Professional
907-644-2138



State of Alaska

Department of Transportation & Public Facilities

Central Region Design & Construction

Preliminary Design & Environmental

Telephone Conversation Record

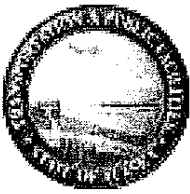
Project Wasilla Main St. (60077) Date & Time 11.19.13 @ 12:30 pm.
Contact MR. MARK SANTORA Phone No. 907.971.3206
Agency STAKEHOLDER - Prop owner Fax No.
Call taken by Gerry Walsh Route to ALVIN ALBERT

Discussion: MR SANTORA OWNS A PARCEL OF LAND NEAR THE SOUTHERN END OF THE PROJECT THAT WILL BE BI-SECTED IF THE PROPOSED PROJECT IS CONSTRUCTED.

- MR. SANTORA FEELS HIS PROPERTY WILL HAVE LITTLE VALUE FOR HIS PLOTS IF THE PROPERTY IS BI-SECTED.
- HE STATED HE HAS HAD NO CONTACT FROM THE D.O.T. ABOUT THIS PROJECT EXCEPT FOR AN E-MAIL NOTIFYING HIM OF A PUBLIC HEARING OPEN HOUSE MEETING SCHEDULED FOR 11.20.13 FROM 6-8 pm. MR. SANTORA IS AWARE OF THE PROPOSED PROJECT AND SUBMITTED A COMMENT ABOUT HIS PROPERTY BEING BI-SECTED, BUT GOT NO RESPONSE.

I ASSURED MR. SANTORA THAT THE PROJECT TEAM DID RECEIVE HIS COMMENT AND THAT I WOULD NOTIFY THE PROJECT MANAGER, KELLY PETERSEN, OF OUR CONVERSATION. I SAID I WOULD ASK KELLY TO CALL HIM BEFORE THE PUBLIC HEARING ON 11.20.13.

ALVIN ALBERT



State of Alaska

Department of Transportation & Public Facilities

Central Region Design & Construction

Preliminary Design & Environmental

Telephone Conversation Record

Project Wasilla Main St. (60077) Date & Time 11.20.13 @ 11:00 AM

Contact MR. MARK SANTORO Phone No. 909.971.3206

Agency PROPERTY OWNER - STAKEHOLDER Fax No.

Call taken by: ALVIN TALBERT ON 11.19.13 RETURNED BY: KELLY PETERSEN, AL BURTON, BRIAN ELLIOTT, ALVIN TALBERT
~~ROUTE TO~~

TELE CONFERENCE IN RESPONSE TO MR. SANTORO'S COMMENT AND 11.19.13 PHONE CONVERSATION.

Discussion: IN THE 11.19.13 PHONE CONVERSATION MR. SANTORO SAID HE HAD NO CONTACT FROM D.O.T. OR HDR ABOUT THIS PROJECT EXCEPT FOR AN EMAIL NOTIFYING HIM OF THE PUBLIC HEARING OPEN HOUSE MEETING ON 11.20.13.

KELLY REITERATED THAT THE PROJECT TEAM DID RECEIVE HIS COMMENT ABOUT HIS PROPERTY BEING BI-SECTED AND VERIFIED HIS MAILING ADDRESS AS, P.O. BOX 4489, SAN DIMAS, CA 91773. MR. SANTORO AGREED THAT IS HIS MAILING ADDRESS.

MR. SANTORO'S CONCERN IN HIS COMMENT IS HIS PROPERTY WILL HAVE LITTLE VALUE IF IT IS BI-SECTED BY THE PROPOSED PROJECT.

AL BURTON MENTIONED THAT AT THIS TIME THE PROPOSED PROJECT IS CONCEPTUAL AND WAS NOT DEVELOPED WITH THE BENEFIT OF DETAILED SURVEY, UTILITY, OR RIGHT OF WAY DATA. THE DETAILED DESIGN WILL BE DONE IN THE FINAL DESIGN PHASE SO THE ROAD ALIGNMENT AND AMOUNT OF IMPACT IS SUBJECT TO CHANGE. AL ALSO EXPLAINED THE D.O.T. R.O.W. APPRAISAL AND ACQUISITION PROCESS SO MR. SANTORO WOULD HAVE AN IDEA OF WHAT TO EXPECT IF/WHEN THE PROPOSED PROJECT MOVES TO THE NEXT PHASE OF DEVELOPMENT. MR. SANTORO SAID HE WOULD SEND ANOTHER COMMENT LETTER TO THE PROJECT TEAM BY THE DEC. 6, 2013 DEADLINE.

November 21, 2013

Kelly Peterson, P.E.
Project Manager
4111 Aviation Drive
Anchorage, Alaska 99519

Mark D. Santoro
P.O. Box 4489
San Dimas, Calif. 91773

Regarding Wasilla Main Street Project

Kelly,

As per our discussion by phone on November 20, 2013

My property is on Knikgoosebay Road in Downtown Wasilla, approximately 14 arce parcel with the tax acct #217N01W10C012.

I feel that the proposed project will have a detrimental effect on my property.

First off, the several diagrams show different outcomes in regards to the proposed roadway. I understand that during our discussion nothing definite has been finalized as to the exact proportions of the road and the remaining parcels. Also pointing out that on page 30, #30 of the EA and Figures of The Environmental Documents, which is the Anticipated Row Acquisition, shows that my property being 12.82 acres with 3.63 acres of ROW acquisition, which represents 28.3% of the overall property. But in fact the property is 14 acres.

My main concern is also the new road and the relation to the remaining property, since the new road will be at current road level, and the remaining parcels at elevated levels, as well as access to the new road.

Thereby, this acquisition is by far and away the largest piece acquired in size and affects the property the most.

I only have been informed of this project through an email with no written correspondence or any other notifications by mail.

Please respond to my concerns, because this matter is of major importance to me.

Sincerely,



Mark D. Santoro



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation
and Public Facilities

DESIGN & ENGINEERING SERVICES
Preliminary Design & Environmental

PO Box 196900
Anchorage, Alaska 99519-6900
Phone: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473
TTY: 800.770.8973
Fax: 907.243.6927

December 4, 2013

Mr. Mark Santoro
P.O. Box 4489
San Dimas, CA 91773-4489

Subject: Wasilla Main Street Project

Dear Mr. Santoro :

Thank you for your November 21, 2013 letter regarding the Wasilla Main Street Rehabilitation Project, State Project No. 60077.

The project team is currently working through the Environmental Assessment (EA) process, which is a decision making process. The Draft EA, which is currently available on our website, describes the project purpose and needs, alternatives to the proposed action (including the no-action alternative), identifies potential impacts of the proposed action, and documents the coordination among the team, resource agencies, the City, the public, and other stakeholders. The preliminary design depicted in the Draft EA allows us to determine a conservative estimate of impacts.

The proposed action is a one-way couplet using the Main Street-Knik Goose Bay Road corridor for southbound traffic and the Yenlo-Talkeetna corridor for northbound traffic. This one-way couplet was identified as the alternative recommended for design in the 2006 Wasilla Main Street Traffic Study. The Traffic Study was updated in 2012 as part of the current EA effort, which confirmed this one-way couplet is the only alternative that provides an acceptable level of service for traffic through the design year 2035. Both of these traffic reports are available on our project website:

www.wasillamainstreetproject.com/Documents.html

Thank you for pointing out the discrepancy in our Draft EA regarding your lot size. The correct acreage and calculations will be included in the Final EA. Your comment letter will become part of the permanent record for the EA.

Should the Federal Highway Administration (FHWA) approve the Final EA document and issue a Finding of No Significant Impact for the Proposed Action, the team will work to refine the design. As this project moves forward into the design phase, the State of Alaska and City of Wasilla will work with all affected property owners to adequately address any property impacts. As we discussed in our phone conversation on November 20, 2013, all right-of-way acquisitions will be

conducted in accordance with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended in 1987.

I understand you are concerned that the proposed road may leave your remaining property at an elevated level. Our preliminary engineering design proposed a roadway profile that will minimize cuts and fills. It will not be an engineering challenge to provide driveway access to the remaining parcels. The State does not want to preclude any development plans you may have for your property. We will work with you to identify access points to your property that are of mutual benefit to both our potential road project and your planned site development.

I am disappointed to learn that our project outreach efforts did not reach you. Our main vehicle for public communication is our website www.wasillamainstreetproject.com which was launched in March 2012 and is linked to the State of Alaska Department of Transportation and Public Facilities Central Region Project homepage. A postcard was mailed in April 2012 to our entire project mailing list which includes 2,844 names. I verified that your current mailing address is included on our list. The remainder of our public outreach has been focused locally, with publications in local papers, announcements on local radio stations, and presentations to local community organizations, as fully documented in the Draft EA.

I hope that I have addressed your concerns. Please contact me at 907-269-0546 if you have additional questions.

Sincerely,

A handwritten signature in black ink that reads "Kelly Petersen". The signature is written in a cursive, flowing style.

Kelly Petersen, P.E.

Project Manager

Preliminary Design & Environmental

Alaska Department of Transportation and Public Facilities

cc.: Eric DeSantis P.E., Chief Preliminary Design & Environmental, State of Alaska
Archie Giddings P.E., City of Wasilla
Murph O'Brien, HDR Alaska

J. B. Friderici
P.O. Box 1205
Willow, Alaska 99688

907-495-5033

Nov 30, 2013

Brian Elliot
Environmental Manager
DOT
P.O. Box 1969000
Anchorage, Alaska 99519-6900

Re: Wasilla Main Street Project, comments

Dear Sir:

This letter is to submit comments on the proposed Wasilla Main Street Project. I am opposed to the proposed project as designed. This is why.

I live in Willow but regularly drive thru Wasilla since we shop in Wasilla. Most of our destinations in Wasilla are east of the Main Street and Parks Highway intersection. We also have to drive thru Wasilla to go to the Anchorage airport or anywhere else in Anchorage. When I first drove thru the Main Street and Parks Highway intersection, it was called Teelands' Corner and had a flashing yellow light on the Parks Highway route.

Although there have been considerable changes over the years, DOT has yet to improve the intersection in function beyond Teelands' Corner days. Traffic lights make traffic flow slower with more intersection collisions. The Parks Highway's biggest problem is the continuing installation of traffic lights rather than changing the roadway to improve traffic flow.¹ The lack of smooth traffic flow thru Wasilla illustrates the error of too many traffic lights.

Notwithstanding my opinion, I recognize DOT is likely to

¹The new light at Stanley Road is an example. Las Vegas uses dedicated U turn pockets to avoid left turns at intersections. If Stanley Road had been made no left turn at the Parks Highway and a dedicated U turn pocket added on the Parks Highway west of the intersection, the light could have been avoided and traffic would flow better than the present situation.

Brian Elliot ltr
Nov 30, 2013
Page 2

build the project and add more traffic lights. If so, you need to do much better than the proposed design.

The southbound Parks Highway (actually eastbound at the Knik-Goose Bay Road intersection), backs up with traffic turning right onto Knik-Goose Bay Road. Traffic now drives on the shoulder to make a right turn (illegal under Alaska law since one cannot drive on the shoulder) and sometimes side-swipes vehicles going straight. This problem can be fixed making the present shoulder into a dedicated right turn lane with a guardrail to separate traffic from the railroad tracks.

The road space is too short between the railroad tracks and the Parks Highway. I frequently see a vehicle either sitting squarely on the tracks or having the rear end in the path of any train. This area should be marked by paint and signed "No stopping or standing." This would avoid accidents such as the pickup last year which got hit in the rear by a train.

To further improve the area, the intersection of Knik-Goose Bay Road and E. Railroad Avenue should be blocked on both sides with guard rail or a substantial median. All the businesses on E. Railroad Avenue have other access. This would allow traffic to better prepare to cross the Parks Highway. To aid traffic flow, a left turn pocket could be added at E. Susitna Avenue.

The southbound Parks Highway is a disaster with turning traffic going to Carrs. The center turn lane backs up because there are multiple access points to Carrs. Traffic turns left from Carrs to go south on the Parks Highway but waits in the center left turn lane. Although such is illegal under Alaska law since one cannot go right from a center turn lane, I have never seen law enforcement write anyone a ticket.

The solution is to duplicate the southbound Parks Highway access to Fred Meyers. There a dedicated left turn pocket with a long traffic lane for waiting traffic to stack in limits access to a single point. A raised median prevents traffic from turning left onto the Parks Highway from Fred Meyers.

The fix would be to add a single dedicated left turn pocket to access Carrs's parking lot on the east side. A raised median before and after the turn pocket would prevent anyone from going left from Carrs onto the Parks Highway. If traffic wanted to go south on the Parks Highway, it could exit east from Carrs'

Brian Elliot ltr
Nov 30, 2013
Page 3

parking lot, go to Crusey Street, and then get onto the Parks Highway. Eliminating left turns from Carrs parking lot would reduce collisions on the Parks Highway.

The proposed Yenlo Street route ignores Carrs' parking lot. Much traffic flows in and out of Carrs via the extension of Herning Avenue at Yenlo Street. Herning Avenue actually ends at Yenlo Street, but traffic acts as if Herning continues into Carrs' parking lot. This area is a problem and adding more traffic via Yenlo Street is a terrible idea. Rather than reducing accidents, what is proposed will increase accidents.

The use of Yenlo Street will adversely affect businesses. It will add traffic next to the strip mall on the west side of Carrs' parking lot. Some vehicle will crash into the back of a business. Further north traffic will run up against Chimo Guns' parking lot which is already close to the road. Again, rather than reducing accidents this change will increase accidents.

The south end of the project separates into single direction traffic lanes north of the intersection of Knik-Goose Bay Road and the Palmer-Wasilla Highway. That intersection is already a problem. To improve traffic, bring the extension of Talkeetna Street east of the present parking lot and connect it to the Palmer-Wasilla Highway. That would allow making the intersection of Knik-Goose Bay Road and Palmer-Wasilla Highway no left turn if east-bound on Knik-Goose Bay Road. This would speed up traffic by reducing the traffic light cycle at the intersection.

The real solution is a bypass around downtown Wasilla. This could be done by improving the Palmer-Wasilla Highway between the Parks Highway and Knik-Goose Bay Road. From there the route should go west of Lake Lucille to connect to the road by the Wasilla airport. The planned improvement of the Parks Highway could include an intersection at Museum Drive to bring the traffic back onto the Parks Highway. If such a by-pass were built, Knik-Goose Bay Road could be closed at the railroad tracks which would really improve safety. The way to accomplish this improvement is to choose the "no build" option and save the money for a by-pass project.

If you have any questions, please contact me.

Brian Elliot ltr
Nov 30, 2013
Page 4

Respectfully yours,



J. B. Friderici

(jimltr\wasillamain1.ltr)



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation
and Public Facilities

DESIGN & ENGINEERING SERVICES
Preliminary Design & Environmental

PO Box 196900
Anchorage, Alaska 99519-6900
Phone: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473
TTY: 800.770.8973
Fax: 907.243.6927

December 19, 2013

Mr. J.B. Friderici
P.O. Box 1205
Willow, AK 99688

Subject: Wasilla Main Street Couplet Environmental Assessment

Dear Mr. Friderici :

Thank you for your recent comments concerning the State of Alaska Department of Transportation (DOT)'s proposed Wasilla Main Street Couplet. You bring up several important points some of which will be addressed by this project. As you are aware, Wasilla and the Matanuska Susitna Borough have grown significantly in the last 50 years with a current borough population approaching 100,000 people. This growth is projected to approach 400,000 people in the next 50 years. Several significant transportation improvements are needed to address this growth including the Parks Highway Alternative Corridor and the Knik Arm Crossing. The purpose of these improvements is to move traffic from Anchorage to Fairbanks and beyond. Both of these projects are in their development stages and both are needed.

Complementary to these projects is the need to improve traffic north and south of the Parks Highway as it traverses east to west from the Glenn Highway to Big Lake. The recent improvements to Trunk Road and the Seward Meridian Parkway are examples of projects that improve this north/south traffic flow. The proposed Wasilla Main Street Couplet will improve north/south traffic flow in downtown Wasilla. It does add a new traffic signal on the Parks Highway at Yenlo but it should also reduce rail conflicts and the current queuing that occurs at the Parks Highway/Main Street intersection.

The current Wasilla Main Street Project represents the preliminary engineering and environmental phase. Sufficient engineering has been completed to be able to assess the social and environmental impacts of the project. Detailed design is the next phase. More refinements to the design will occur in the coming months if the environmental assessment is approved by the Federal Highway Administration.

Included in the project now are the following improvements:

1. An eastbound dedicated right turn lane from the Parks Highway onto KGB.
2. Rail arms that will block the southbound KGB lanes and the northbound Talkeetna lanes completely preventing vehicles from accessing the tracks when trains are passing. (Please note that the Alaska Railroad Corporation has acquired the old Kenai Supply Building about 1 mile east of the current Wasilla train station. The Kenai Supply

location will become the new Wasilla station eliminating the current traffic conflicts caused by passenger trains stopping during the summer tourist operations.)

3. The current proposal eliminates left turns into and out of Carrs at its western driveway access. It proposes an eastbound left turn pocket accessing Carrs at its eastern driveway access. We will evaluate the need for additional medians and access limitations during the design phase.
4. Our proposal formalizes the intersection of Herning/Carrs and Yenlo. It becomes a 3 way intersection as opposed to its current 4 way intersection reducing the number of conflicts.
5. Railroad Avenue will become right turn in/left turn out only since KGB will be one way southbound. It will become a cul-de-sac prior to Talkeetna with no access to Talkeetna.

You mentioned bringing Talkeetna south to the Palmer Wasilla Extension as opposed to having it branch off of KGB north of the Palmer Wasilla Highway Extension. Your recommendation would require all KGB traffic to turn east onto the Palmer Wasilla Extension with northbound traffic then turning north at a new signal onto Talkeetna. Our analysis shows that separating KGB's northbound and eastbound traffic at the KGB/Palmer Wasilla Highway Intersection is more efficient than routing all traffic east onto the Palmer Wasilla Extension.

Again I want to thank you for your comments. Your letter will become part of the project record and will be reviewed by the design engineers once the design phase is initiated. The project will be developed in close coordination with our Traffic and Safety Section here at DOT in accordance with nationally recognized standards. We will have an ongoing public involvement program throughout the design phase.

Please contact me if you have additional questions at 907-269-0546.

Sincerely,



Kelly Petersen, P.E.

Project Manager

Preliminary Design & Environmental

Alaska Department of Transportation and Public Facilities

cc.: Eric DeSentis P.E., Chief Preliminary Design & Environmental, State of Alaska
Brian Elliott, Central Region Environmental Manager, State of Alaska
Murph O'Brien, HDR Alaska

