

Welcome

Wasilla Main Street



Reconstruction Project

Wasilla Main Street Reconstruction Project

Open House
Wed. April 8, 2015
6-8PM

Presentation at 6:15PM

Fire Station #61
Wasilla



Project Team



Alaska Department of Transportation & Public Facilities

**Kelly Petersen, P.E.,
DOT&PF Project Manager**

Environmental:

- Breanna Mahoney

Design Group:

- Alvin Talbert

Right of Way:

- Al Burton

Consultant Team

**Calex Gonzalez, P.E.
HDR Project Manager**

Design

- Chris Croft P.E., HDR

Public Involvement

- Allison Biastock, HDR

Community Liaison

- Murph O'Brien, HDR

Purpose of Tonight's meeting

Wasilla Main Street



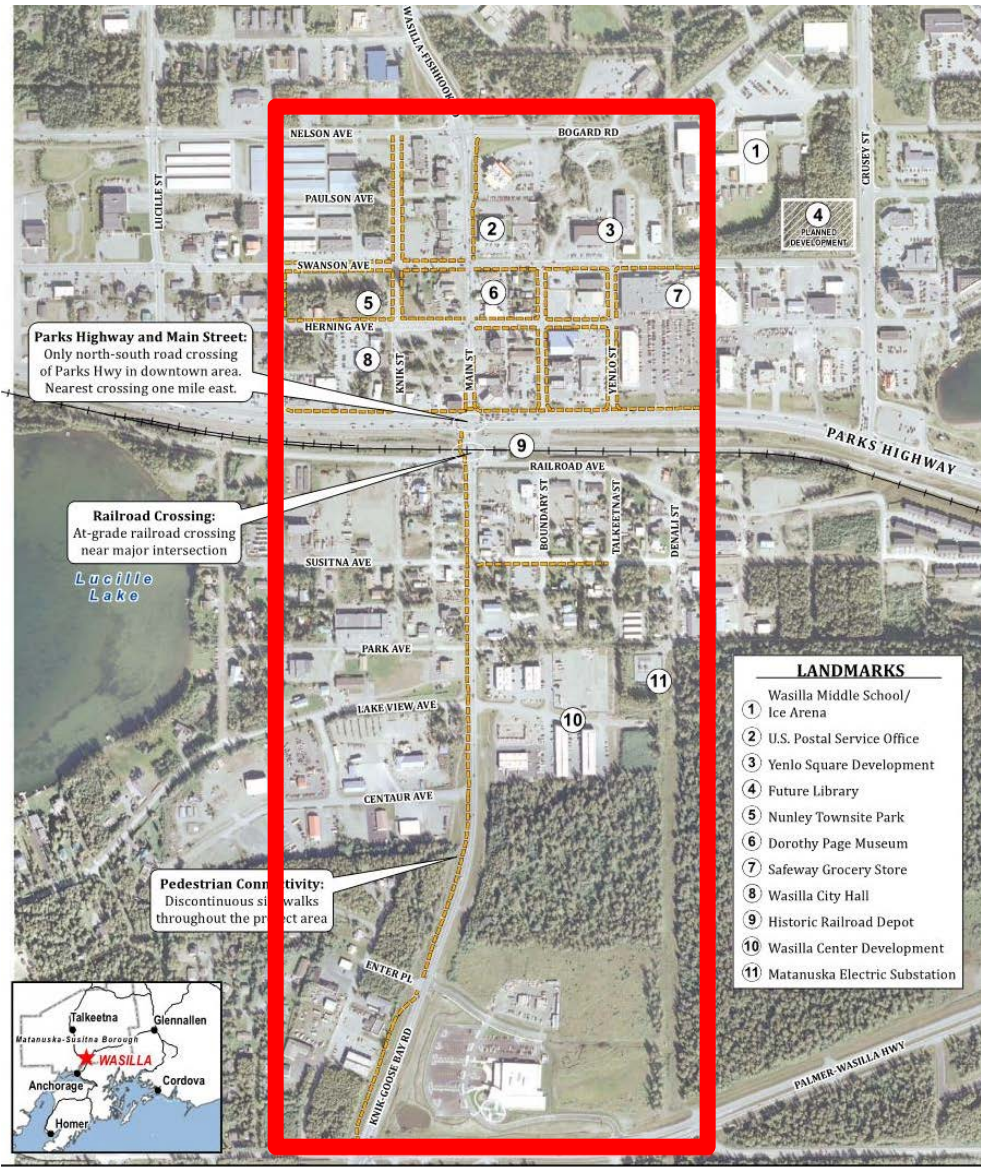
Share information about the project's progress to date, benefits, schedule, and the roadway's preliminary (30%) design.

Solicit your feedback and answer your questions.

Talk about next steps



Project Area



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

Cost and Funding



The Project is federally funded and is estimated to cost approximately \$31 million (including design, Right-of-Way acquisition, utility, and construction costs).

Cost estimates will be further refined as the project design is finalized.

Project History

Wasilla Main Street



Reconstruction Project

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: Three-lane Main St proposed as interim measure while studies continued
- 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 EA prepared and completed, received a *Finding of No Significant Impact*
- 2014: DOT&PF contracts with HDR and begins the project design and engineering

Alternatives Considered

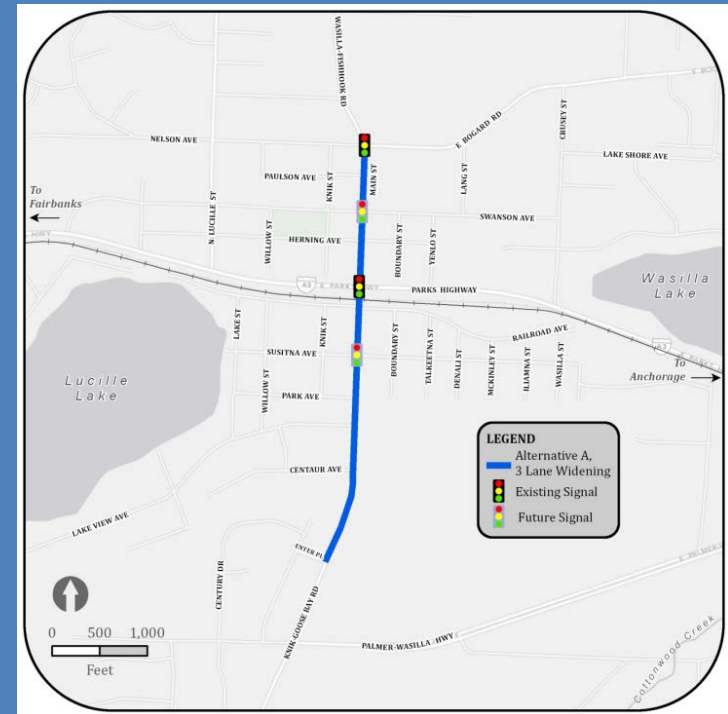
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No Build Alternative:

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

Alternative A:



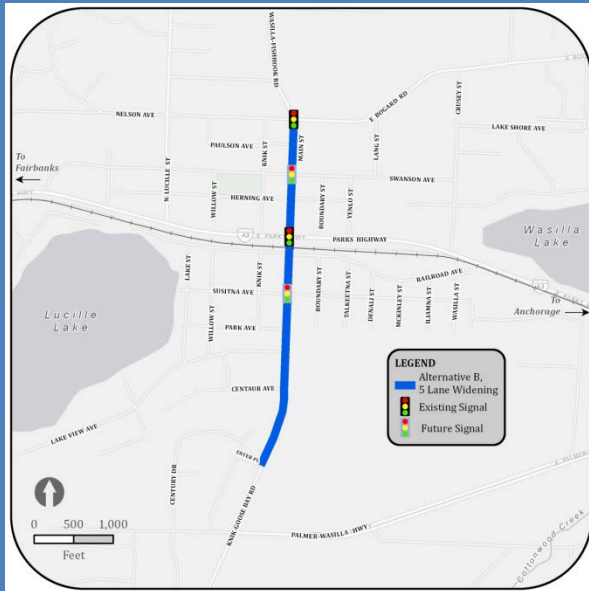
- Does not meet the P&N
- Will not provide acceptable level of service (*LOS D is minimum*) under any scenario

Alternatives Considered

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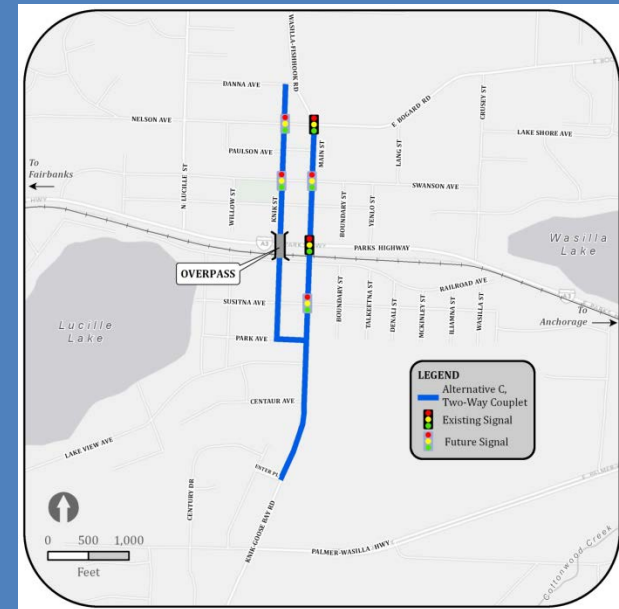


Alternative B:



- Did not meet the 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

Alternative C:



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

Selected Alternative

Wasilla Main Street



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
- Addresses mobility, capacity, safety, congestion or travel efficiency issues.
- Has the support of the City of Wasilla

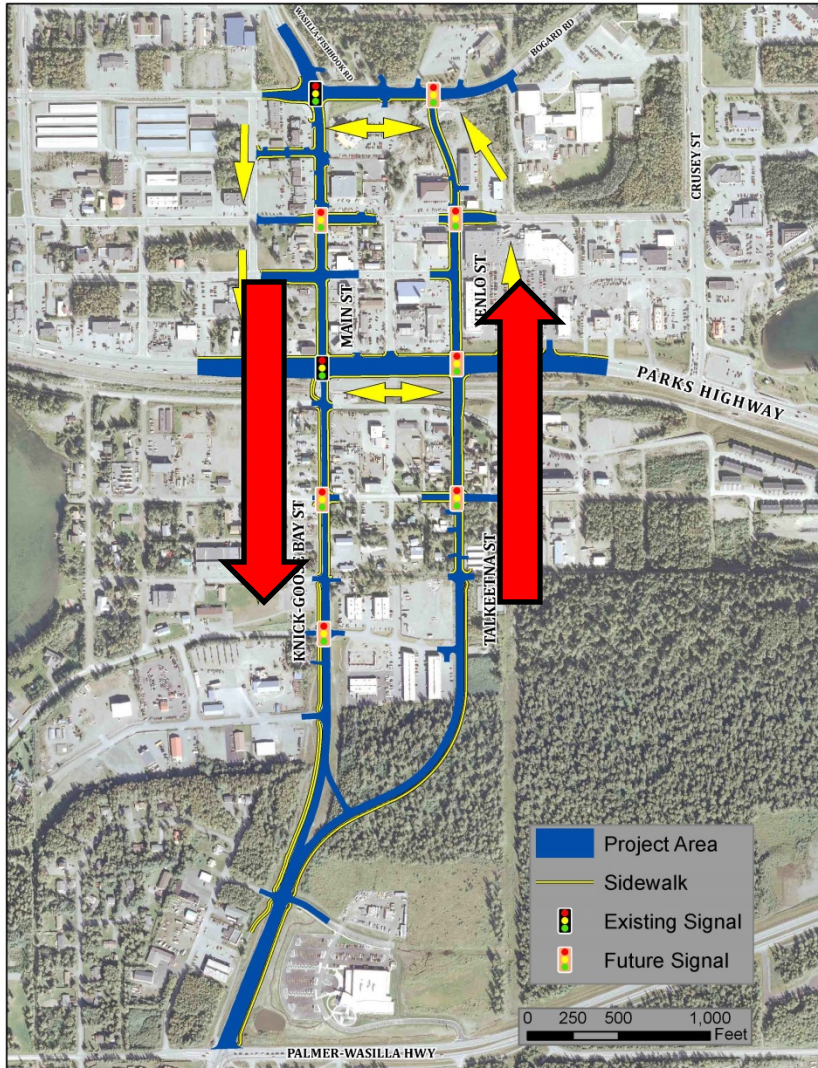


New Traffic Pattern

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Improve efficiency through increased north-south corridor capacity

Improve safety at conflict points with construction of a one-way couplet.

What We Heard

Wasilla Main Street



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“Allowing store front parking while still providing on-street parking would enable easy access for the businesses.”

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

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

Comments received during the project’s Environmental Assessment

“This may hurt my walk-in business.”

“We are concerned with any loss of parking for our business.”

“Please consider incorporating adjacent bike paths with all new roads.”

“Right-of-way on Main Street, access for businesses, length of construction time, and traffic flow during construction are all concerns for our business.”

Design Activity Since the EA process



Updating project Plans and Estimate

Writing a Design Study Report (DSR)

Writing a Hydraulics and Hydrology Report

Writing a Diagnostic Team Report

The Project's 30% Design



Enhance system connectivity and circulation in the Wasilla downtown area

Add and upgrade pedestrian pathway connections throughout the area

Enhance system flow via added and improved traffic lights/signals

Address roadway-railroad conflicts with improved gate crossings

Rehabilitate existing pavement conditions

Improve existing drainage conditions

Design Process



30%

- Preliminary Design
- “Local Review” occurs
- Roadway location and initial impacts determined
- Feedback considered in work on the 75% design

75%

- “Plans in Hand Review” occurs
- Feedback considered in work on the 95% design
- Project footprint solidified
- ROW acquisition can begin

95%

- Final Design provided to DOT&PF for a last review before construction.

Right of Way (ROW)



**Right-of-way
will need to
be acquired
to construct
the project**

**Acquisitions are needed from
private and public parties**

Once the design has advanced to approximately 75% completion, DOT&PF will proactively contact affected property owners and agencies during the right-of-way acquisition phase, anticipated to begin in spring late 2015

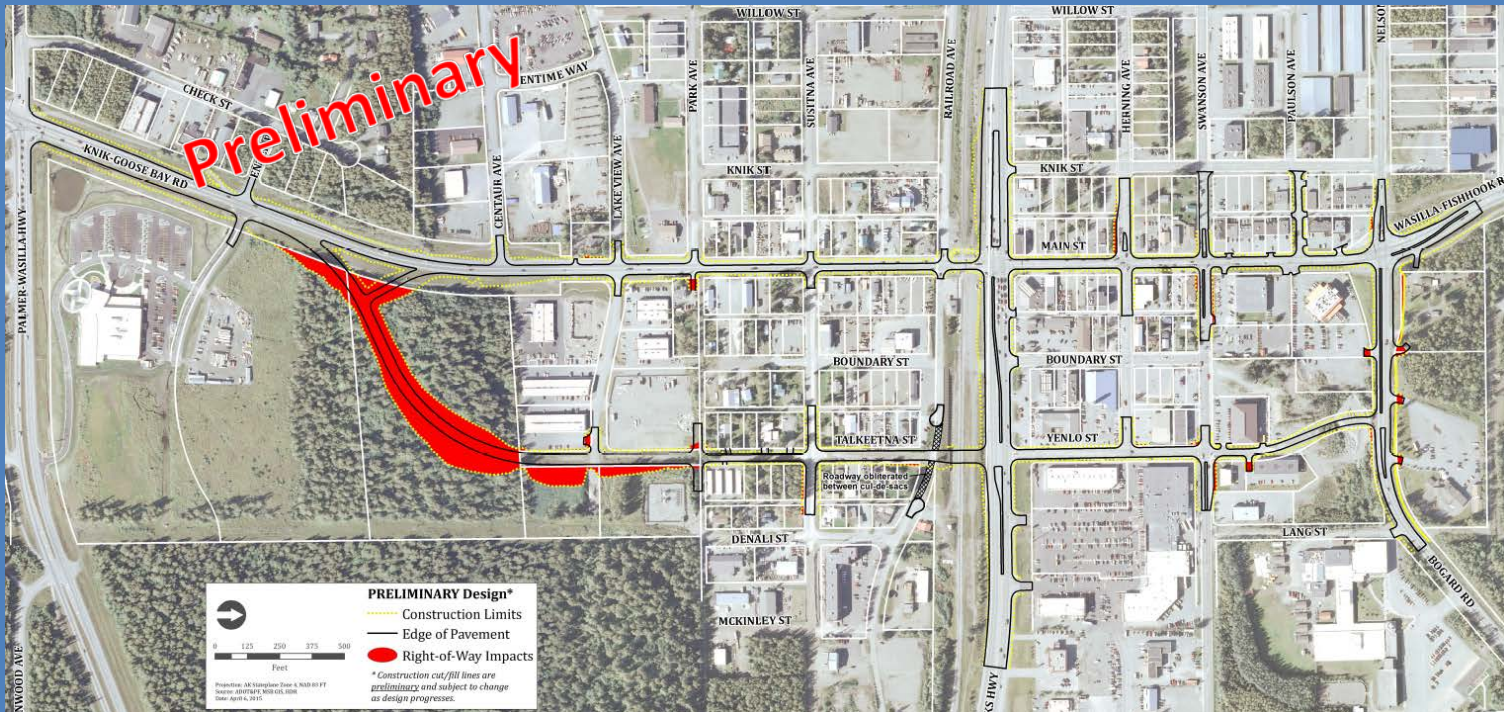
Preliminary (30%) ROW Impacts

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- 8 acres of additional ROW may be needed
- We anticipate 34 properties will be impacted, mostly sliver/partial acquisitions
- 6 acres are identified across 2 parcels
 - *Some refinement in acreage expected as the design is finalized*

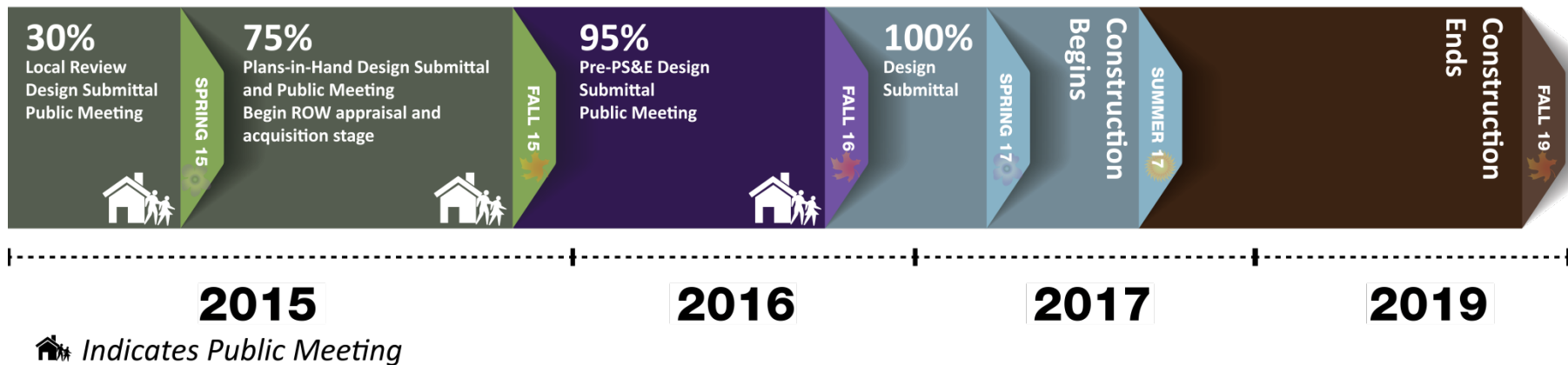


Schedule

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Next Steps

- Collect public feedback on the 30% design
- Advance the design to approximately 75% complete

»» Once the design is 75% complete, DOT&PF can determine Right-of-Way needs

We want to hear from you.

Project team members are here to collect your feedback, and comment sheets are available.

Following tonight's meeting, you can submit comments via:

- **email:** to *info@wasillamainstreetproject.com*
- **our website:** www.wasillamainstreetproject.com
- **mail:** Wasilla Main Street Reconstruction
c/o HDR, Inc.
2525 C Street, Suite 305
Anchorage, AK 99503



Thank you!
Questions?

Contacts:

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