

# Welcome!

**Wasilla Main Street  
Reconstruction Project  
Public Meeting**

**6-8PM – Open House  
6:15PM – Presentation and Q&A**

WASILLA ALASKA



# Meeting Purpose



1

## Purpose of tonight's meeting:

- » To share information about the project's progress to date, benefits, schedule, and the roadway's preliminary (30%) design.
- » To solicit your feedback and to answer your questions.

2

## Purpose and Need of the project:

*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.

# Project Background



1980

- » **1983:** Preliminary Studies started

1990

- » **1992:** Knik-Main Couplet proposed
- » **1993:** Environmental Assessment (EA) for Wasilla- Fishhook Rd (*Glenwood-Schrock*) completed;  
Knik-Main Couplet the preferred alternative

2000

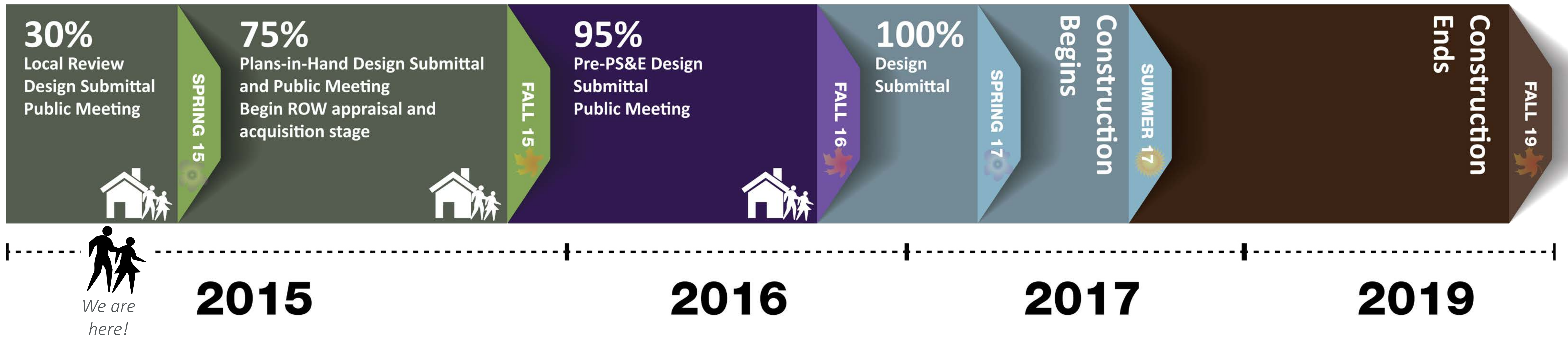
- » **2001:** City raises concerns about Knik-Main Couplet impacts
- » **2001:** Three-lane Main St proposed as interim measure while studies continue
- » **2003:** EA re-evaluated
- » **2004-2006:** Traffic Study supports new Main-Yenlo Couplet alternative City Council concurs
- » **2008:** New suggested alternative requires new EA

2010

- » **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



# Schedule & Next Steps



## What's Next?

- » Collect public feedback on the 30% design
- » Advance the design to approximately 75%
  - Once the design is 75% complete, DOT&PF can begin the Right-of-Way process



*Indicates Public Meeting*



# Key Design Features



» Increase travel efficiency through additional north-south corridor capacity

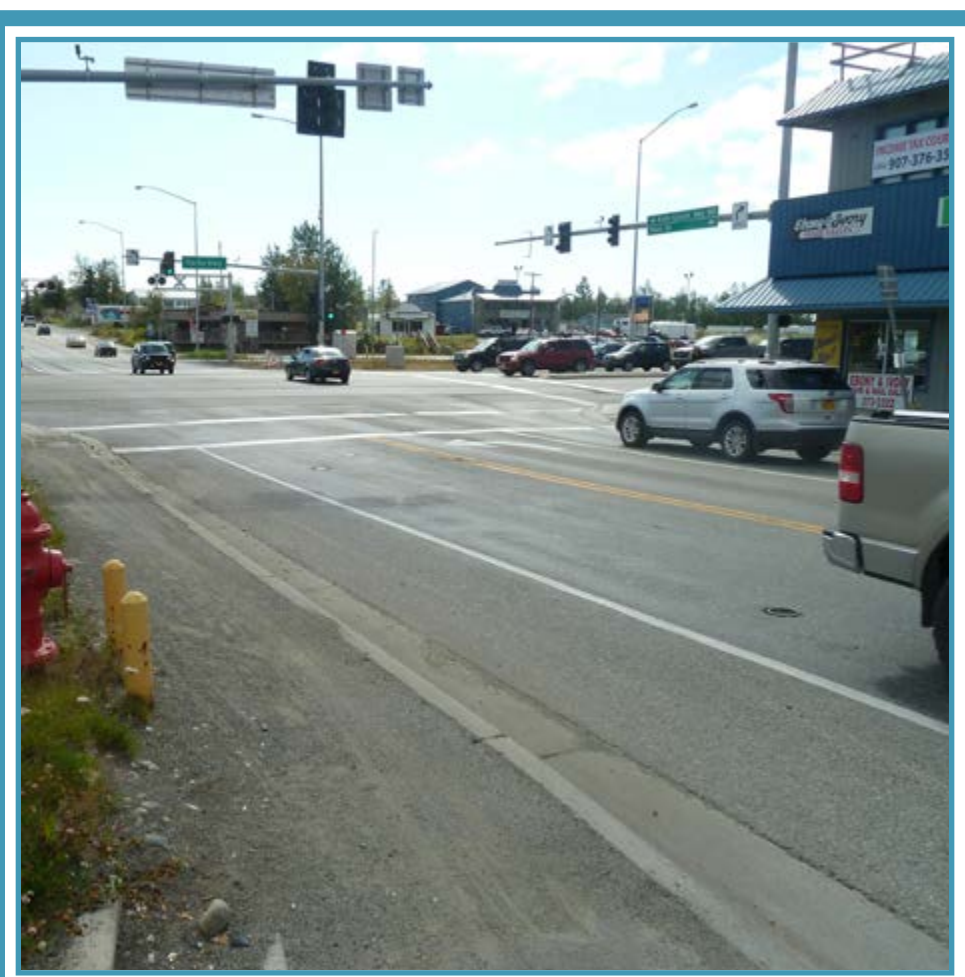


» Improve safety at conflict points with construction of a one-way couplet



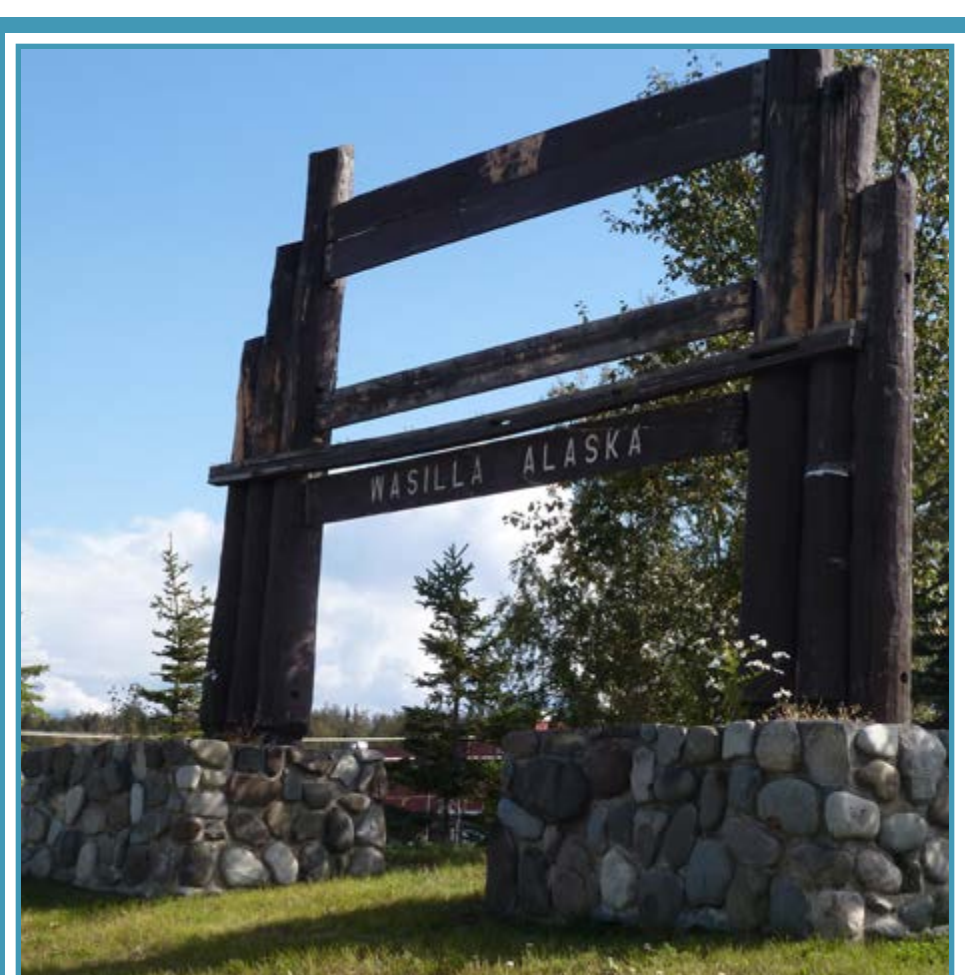
» Provide enhanced system connectivity and circulation in the Wasilla downtown core area

» Add and upgrade pedestrian pathway connections throughout the project area



» Enhance system flow via added and improved signalized intersections

» Address roadway-railroad conflicts with improved gate crossings

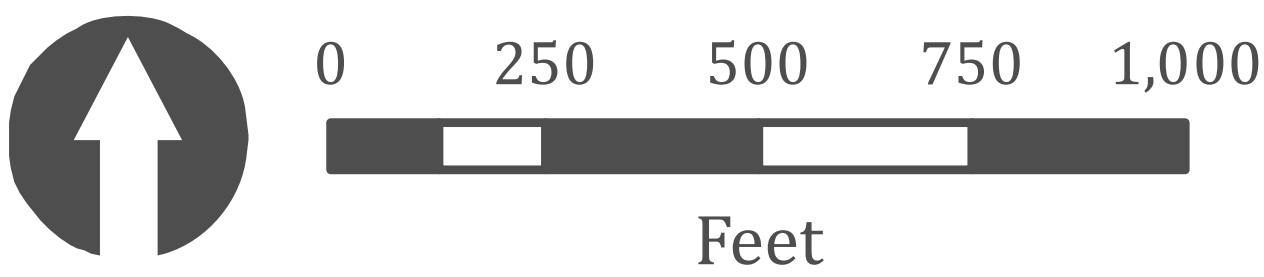
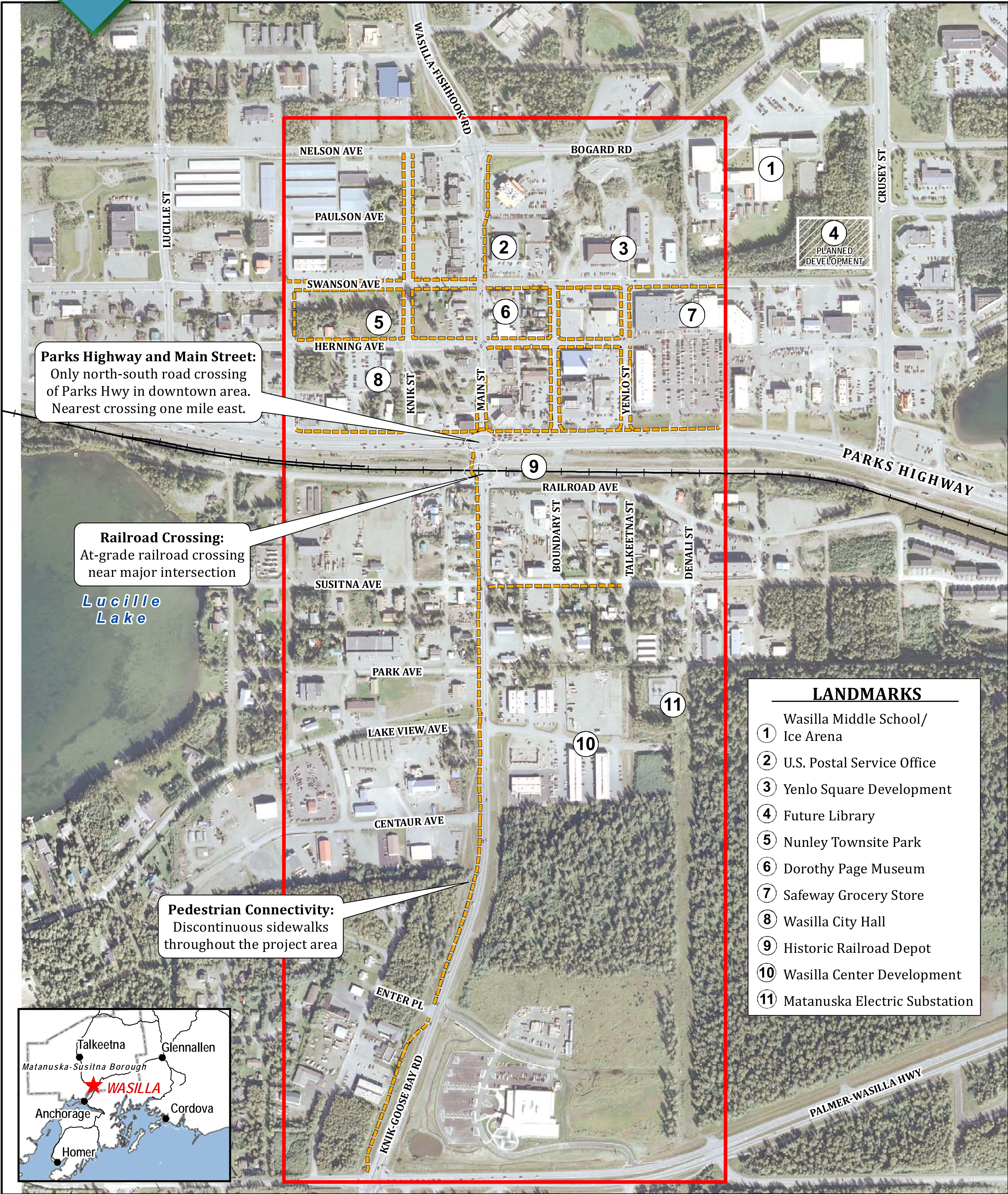


» Improve existing drainage conditions

» New signalized intersection



# Project Area



## LEGEND

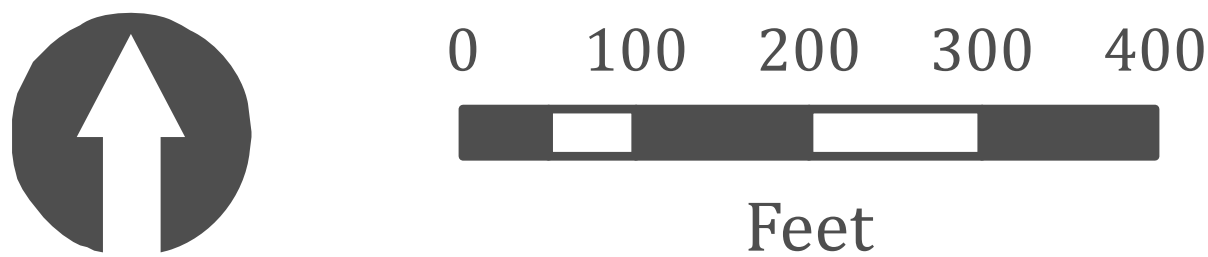
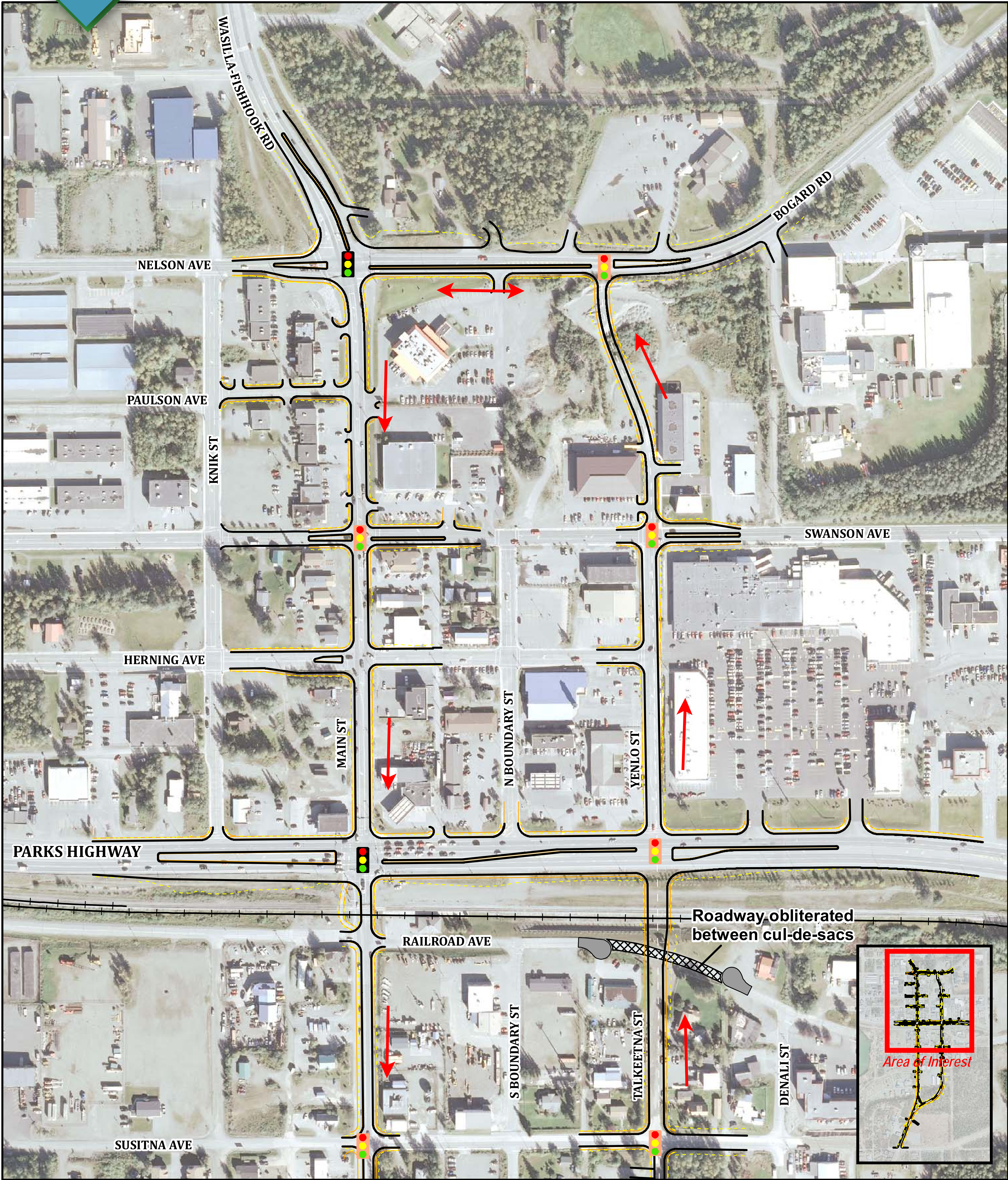
- Pedestrian Facilities
- Railroad
- ① Project Area Landmark
- Project Area

**FIGURE 1:  
PROJECT AREA**

Projection: AK Stateplane Zone 4, NAD 83 FT  
Aerial Image: August 28, 2012  
Source: ADOT&PF, MSB GIS, HDR  
Date: February 06, 2015



# Preferred Alternative



Projection: AK Stateplane Zone 4, NAD 83 FT  
Aerial Image: August 28, 2012  
Source: ADOT&PF, MSB GIS, HDR  
Date: February 06, 2015

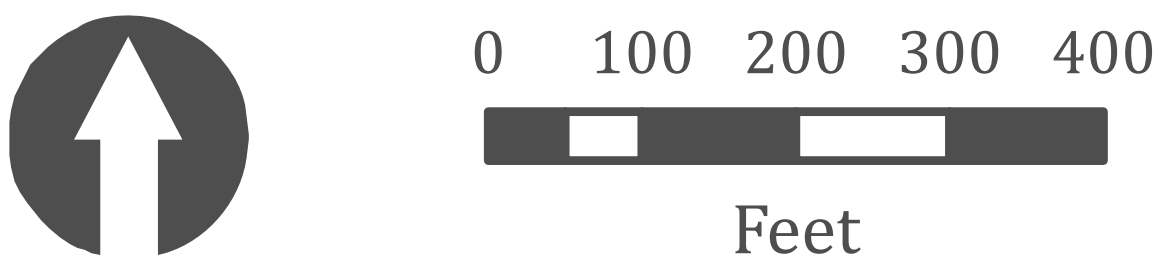
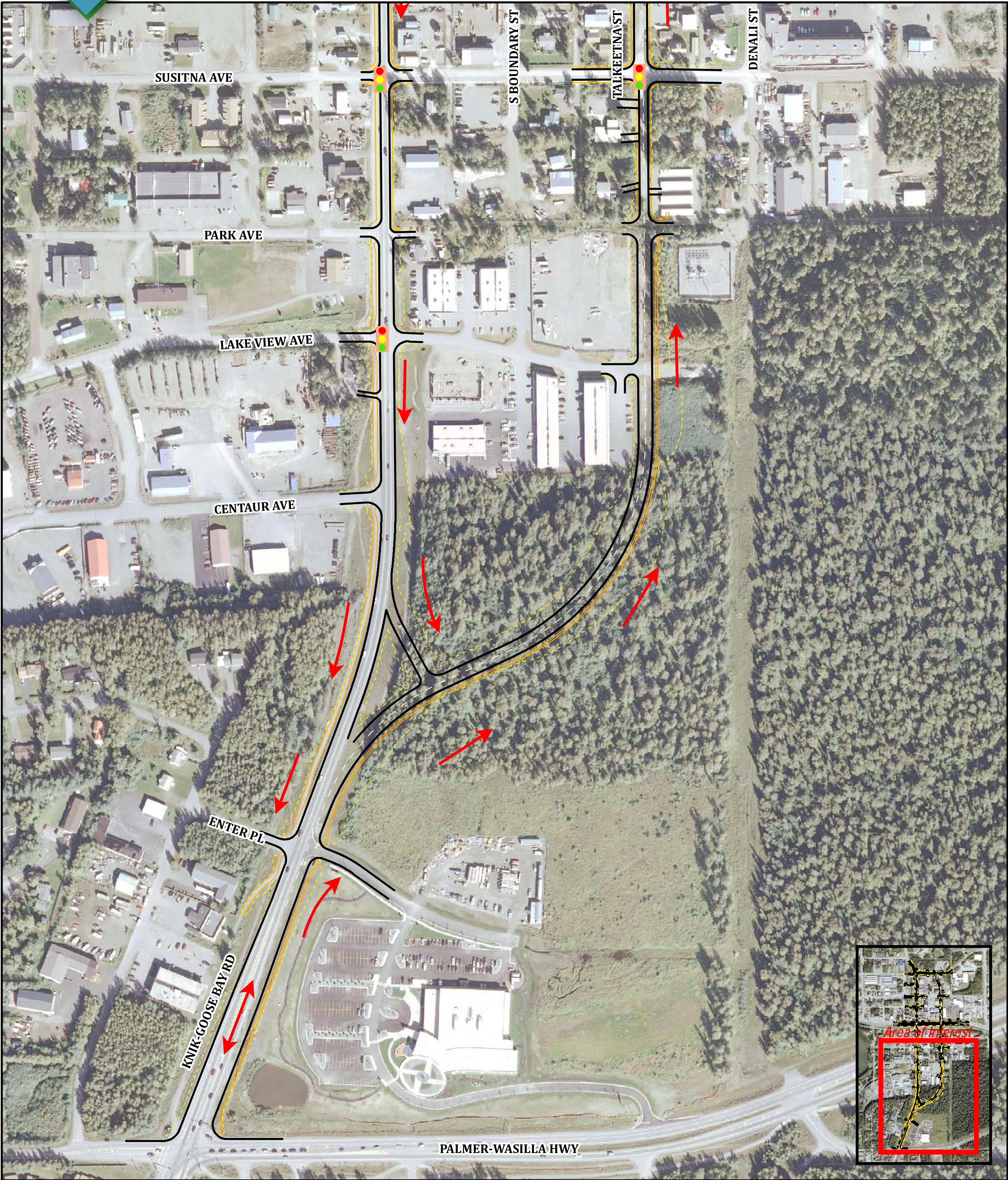
## LEGEND

- |  |                       |  |                   |
|--|-----------------------|--|-------------------|
|  | Existing Signal       |  | Cut/Fill Limits   |
|  | Future Signal         |  | Traffic Direction |
|  | Curb/Edge of Pavement |  | Sidewalk          |
|  | Alaska Railroad       |  |                   |

**PREFERRED ALTERNATIVE**  
**(North Portion)**



# Preferred Alternative



Projection: AK Stateplane Zone 4, NAD 83 FT  
Aerial Image: August 28, 2012  
Source: ADOT&PF, MSB GIS, HDR  
Date: February 06, 2015

## LEGEND

- |  |                       |  |                   |
|--|-----------------------|--|-------------------|
|  | Existing Signal       |  | Cut/Fill Limits   |
|  | Future Signal         |  | Traffic Direction |
|  | Curb/Edge of Pavement |  | Sidewalk          |
|  | Alaska Railroad       |  |                   |

**FIGURE 3:  
PREFERRED ALTERNATIVE  
(South Portion)**



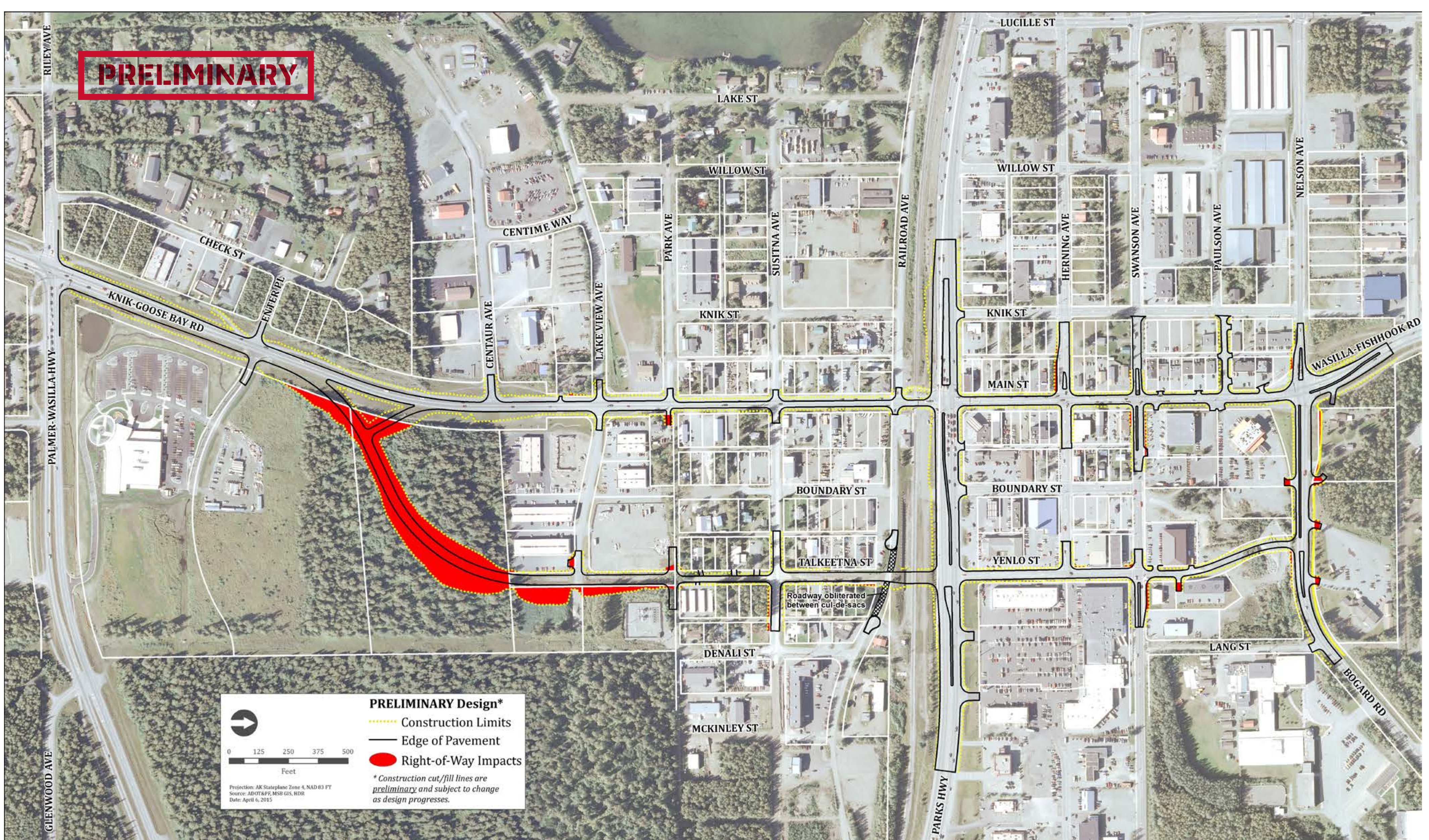
# Right-of-Way



Right-of-way will need to be acquired to construct the project. The 30% design shows preliminary impacts, but impacts will not be confirmed until the design is 75% complete.

- » We anticipate 34 properties to be impacted, mostly sliver/partial acquisitions.
- » 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 late 2015.





# Comments



## We want to hear from you!

You can submit public comments at any time in the following ways:

- » Email: [info@wasillamainstreetproject.com](mailto:info@wasillamainstreetproject.com)
- » Web: [www.wasillamainstreetproject.com](http://www.wasillamainstreetproject.com)
- » Via Fax: 907-644-2022
- » Mail in a comment to:  
**Wasilla Main Street  
Reconstruction Project  
c/o HDR Inc.  
2525 C Street, Suite 305  
Anchorage, AK 99503**

