

# Appendix E: Agency Involvement and Coordination

# MEETING RECORD

# State of Alaska

Department of Transportation and Public Facilities  
Central Region Design and Engineering Services  
Preliminary Design and Environmental

Date: August 9, 2012  
Time: 10:00 – 11:30 AM  
Project Name: Knik Goose Bay Road Recon, Centaur to Vine Road  
Project No: 52464  
Noted By: Angela Hunt *AA*  
Participants: DOT&PF, MSB, City of Wasilla  
Location: MSB Public Works Conference Room  
Subject: Project status

The purpose of the meeting was to provide the City of Wasilla and Mat-Su Borough (MSB) staff an update on the project's status. DOT&PF presented safety and traffic analysis results and answered questions about the project. The main points discussed and question/answers are stated below.

## Basic project information (see attached PowerPoint presentation)

- Purpose: improve safety and address capacity issues
- Need: crash rates are significantly higher than national rate for similar facilities and much of the corridor is currently over capacity with a failing level of service (LOS).
- Statewide Transportation Improvement Program (STIP) scope - four lane facility, safety engineering strategies, separated bike/pedestrian facility, access management
- Functional Classification – Urban/rural Principal Arterial

## Traffic Analysis and Crash Predictions

- A 2.7% growth rate was used to make all predications
- Crash predictions are based on historical data from reported incidents on similar facilities in Alaska
- No predications were made for six-lane facilities because little data exists from roadways in Alaska
- Fatal and major injury crash predictions are combined
- *Predicated Total Crashes*
  - Four-Lane with Two Way Left Turn Lane: 3,141 crashes
  - Four-Lane Divided: 2,135 crashes, a reduction of 1,006 crashes

- *Predicted Fatalities and Major Injuries*
  - Four-Lane with Two Way Left Turn Lane: 157
  - Four-Lane Divided: 118, **a reduction of 39**

## **Project Schedule and Status**

- Design in 2014 and construction in 2017.
- The project is being presented at the MSB Transportation Fair and the project website is active.
- Public involvement ongoing. Several public meetings will be held at different locations.
- Agency scoping will begin soon and will include a meeting and scoping letter.
- Environmental studies have been complete. An Environmental Assessment will be completed.
- Preliminary engineering: in the process of completing traffic noise study, moose/vehicle collision study, capacity analysis, mapping and survey
  - Demo Project website and Google Earth GIS graphic

## **Questions/Answers and Comments**

**Q:** Is it realistic to assume funds for construction will be available in 2017 (Archie Giddings)?

**A:** Yes, this is a priority project for DOT&PF. The Legislators appropriated 15 million for the project (Gerry Welsh).

**Q:** By not making predictions for a six-lane facility, could it appear that DOT&PF is prematurely eliminating that alternative (Brad Sworts)?

**A:** We have a prediction, but it is not reliable because historical data for similar facilities in Alaska is not available. Due to numerous relocations potentially needed to construct a six-lane facility, the current budget for right-of-way acquisitions would not be sufficient (Gerry Welsh).

**Q:** Has DOT&PF considered another roadway improvement to pull traffic away from KGB (Brad Sworts)?

**A:** The MSB and City of Wasilla have multiple projects in various stages of development (Gerry Welsh).

**A:** The most obvious solution is that Wasilla Bypass alternative corridor (Allen Kemplen).

**Q:** Why does the project begin at Centaur (Archie Giddings)?

**A:** To give the project logical termini and independent utility (Gerry Welsh).

**Q:** Did you use an equation to determine level of service (Archie Giddings)?

**A:** We used a formula-driven nomograph, which is standard in the United States

There are competing models for traffic counts and DOT&PF uses conservative counts so the

analysis can be adjusted. The MSB used 3.5 % for Trunk Road (Gerry Welsh).  
**A:** Outputs from the models will likely rise (Allen Kemplen).

**Q:** Can you insert a link to the MSB Traffic Study (Brad Sworts)?

**A:** Will do (Gerry Welsh).

**Comment:** I suggest you add locations of future signal locations and the right-of-way (Brad Sworts)

**Q:** Does the Knik-Fairview Comprehensive Plan discuss land use (Allen Kemplen)?

**A:** Yes, but only vaguely (Brad Sworts).

**Comment:** The MSB is preparing a Request for Proposals to review existing frontage road system/connections within ¼ mile and identify gaps to relieve traffic (Brad Sworts).

**Comment:** I recommend you present this presentation to the Assembly and the City Council (Brad Sworts).

**Q:** Will the project go past Vine Road (Doug Lange)?

**A:** No (Gerry Welsh).

**Q:** The MSB is planning a project to improve the intersection to a four-way intersection. Should the MSB continue planning the project (Doug Lange)?

**A:** Yes, if the project is needed (Gerry Welsh).

**Q:** Will the project address the drainage issue at Foothills Drive (Doug Lange)?

**A:** Yes (Gerry Welsh).

**Q:** During design, please consider that pathways are used by ATVs, bicycles, and pedestrians and try to reduce conflicts between all users (Doug Lange)?

**A:** Will do, but keep in mind many times right-of-way restrictions limit what can be done on pathways (Gerry Welsh).

### **Action Items**

1. Add the link to MSB traffic study to the website
2. Add right-of-way and future signal locations to GIS dataset
3. Schedule another meeting with the Assembly and/or Community Council

Attachments:

PowerPoint presentation

Sign-in sheet

cc: Gerry Welsh, P.E., DOT&PF Project Manager



**Attendees:**

- Archie Giddings – City of Wasilla
- Angela Hunt – DOT Environmental
- Mike Weller – MatSu Borough Traffic
- Garrett Paul – DOT Preliminary Design
- Gerry Welsh – DOT Preliminary Design
- Brad Swarts – MatSu Transportation
- David Post – DOT Planning
- Allen Kemplen – DOT Planning
- Doug Lange – MatSu M&O

**Presenter: Gerry Welsh**

**Introductions**

**Gerry begins slideshow and presentation.**

Comments outside of the presentation follow:

Archie: The mayor dislikes the project termini of KGB Road Reconstruction and the Main Street Couplet (dislikes how they overlap). Gerry asked where the mayor was, Archie replied that the invite was not forwarded to the Mayor and he would not be attending. Archie said that the mayor has no knowledge of this meeting.

General comment: The accident rate of this facility is much higher than most comparable facilities.

Brad: Would like to see preliminary signal locations incorporated into graphics. Mentioned several times.

Archie: Question about the LOS "C" throughout the design life. Answer: Yes, an LOS of "C" or better must be maintained throughout the design life.

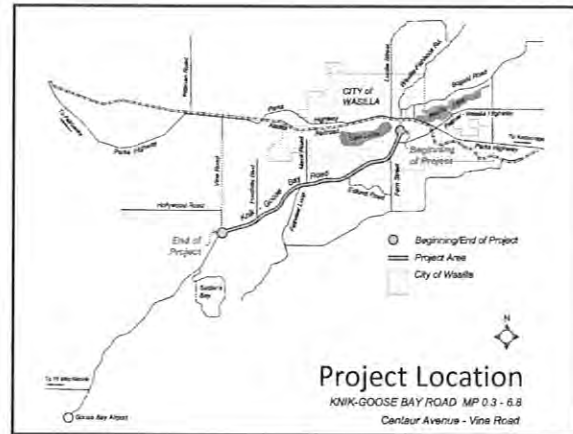
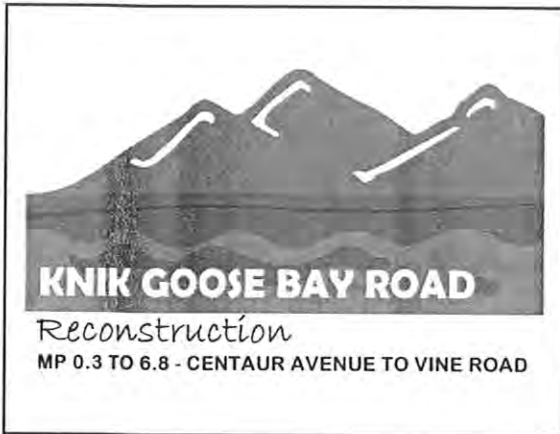
Another question about how LOS is calculated. Equations, nomographs, or graphs? Gerry responded saying that it is a nomograph analysis. Certain traffic levels on certain types of highways lead to an LOS rating.

Gerry: There are competing models being used for the valley (KABATA, MatSu, and ours which applies a 10 year growth rate to future traffic volumes). The growth rate method is the conservative way to go. All other models would increase the anticipated traffic on this roadway.

Archie: Is construction funding dependent? Will it happen in 2017 if everything goes smoothly? Response: Dave Post stated that this project is a highly demanded and sought after improvement. Archie replied that the safety corridor designation on this roadway

speaks for itself. Allen Kemplen stated that the "Invest in America's Infrastructure" mentality will likely provide funding for this project's construction when it is at that point. Gerry added that everything is funding dependent, but that KGB Reconstruction is needed. Kemplen again stated that the legislature is focused on this project and sees it as a priority in the state.

- Brad: 6-Lane crash predictions are not included because? Is there insufficient data? The public might see its absence as non-inclusive. Consider including it or an exert for the presentation.
- Brad: You have not talked about the system as a whole. What roads besides KGB are going to be improved to make the system function better? Gerry: I will have to entrust the planners to talk about that. These are all scoped as independent utility projects and are assumed to operate or fail on their own. Parks Highway/Bypass/KABATA all have or will have impact on other roads, but we have to look at what is scoped and what traffic at intersections is doing.
- Brad: Maybe have a link to the Borough Traffic site on the KGB Website. Talk to mike weller.
- Allen: There is a Knik-Fairview comprehensive plan that should be looked at. It is old, but the residents could accuse us of not paying attention to adopted plans and things that have been worked on.
- Brad: Possibly add a "Future Signal Candidates" to the google earth KMZ. Gerry added that ROW might also be good to add. Allen added that the future signals would be good to show for people involved in development and for the residential areas.
- Brad: The borough is looking into studying areas where frontage roads could be upgraded. Places like Binnacle Drive...
- There is also a proposed borough project to make Vine Road a 4-way signalized intersection. Should we shelf that project in anticipation of this project? Gerry replied saying that he has seen organizations shelf projects in anticipation of a large project but the project never happened, so shelving the project might not be a good idea. Study it, look into it, but at the same time pay attention to how this project is developing.
- Doug: The bikepath near Edlund Road is more gravel than pavement. Motorcycles and ATVs use and erode the path in this location. Also a recent dirtbike/4-wheeler collision at foothills blvd. killed the biker.



**Purpose & Need**

**Purpose**

- **Improve Safety** - accident rates have triggered safety corridor designation
- **Address Capacity Issues** - accommodate current and projected design-year traffic volume, estimated to double by 2035

**Need**

- **Crash Rates** – fatal and major injury crash rate significantly higher than national rate for like facilities
- **Level-of-Service** - much of project corridor is currently over capacity with a failing Level-of-Service (LOS F)

**PROJECT TYPE**

Knik-Goose Bay Road is a “Reconstruction Project”

Reconstruction projects completely rebuild an existing roadway to conform with contemporary design requirements:

- AASHTO Policy on the Geometric Design of Highways and Streets
- Alaska Preconstruction Manual

**20 Year Project Life**

**KNIK-GOOSE BAY ROAD RECONSTRUCTION PROJECT SCOPE SUMMARY**

- 4-Lane Facility
- Separated Bike/Pedestrian Facility
- Safety Engineering Strategies
- Access Management

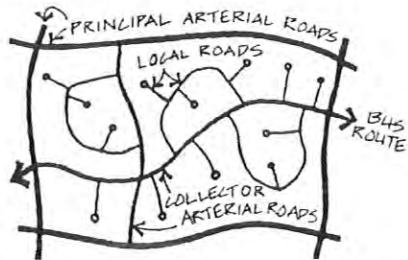
**Access Management in Local and State Plans**

The **Alaska Statewide Transportation Plan** states “access management, corridor management, and coordination with land use ... can make our highway system more productive”

The **Mat-Su Borough Long-Range Transportation Plan** establishes objectives and criteria to “maintain an acceptable level of service on roads,” to “minimize the number of access points on collector and arterial roads to maximize safety and road capacity,” and to “develop access control program with ADOT&PF.”

The **Wasilla Comprehensive Plan** establishes the objective of protecting and improving “the traffic flows on highways and arterials” by promoting “access management along collector and arterial roadways”

Functional classification is the foundational working concept of traffic engineering. It underlies development of the roadway system of the automobile-based environments where most Americans live.



### Roadway Functional Class

Knik-Goose Bay Road is classified as an urban/rural *Principal Arterial*.

Principal arterials carry most of the traffic entering and leaving an area, and are characterized by higher mobility and a lower degree of access.



### CAPACITY

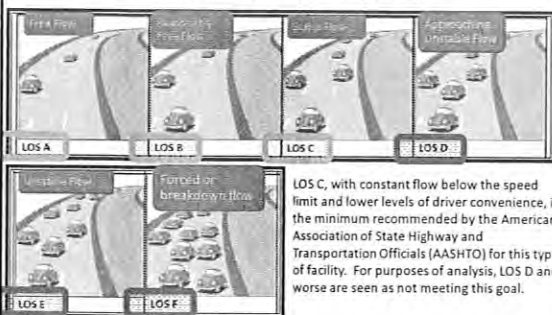
HCM 2000 defines the capacity of a facility as "...the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period, under prevailing roadway, traffic and control conditions (HCM, p. 2-2)."



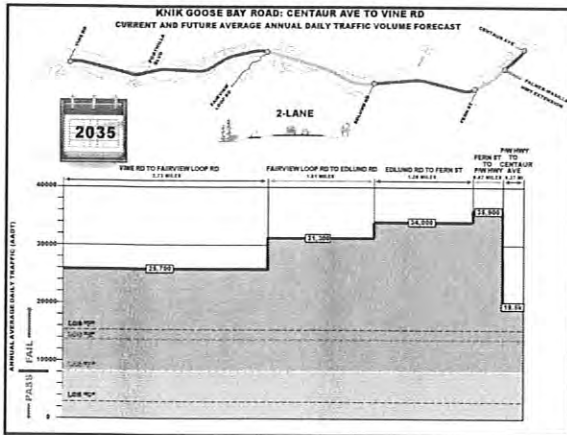
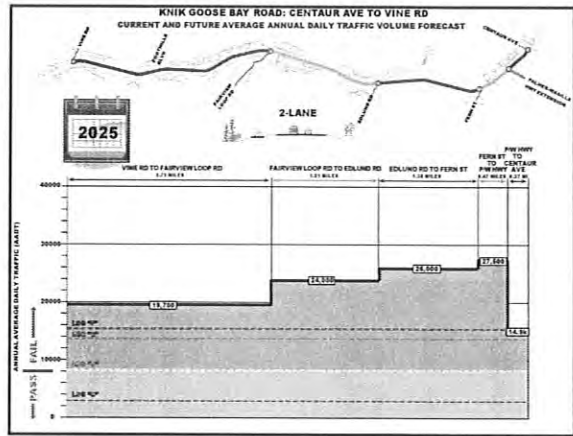
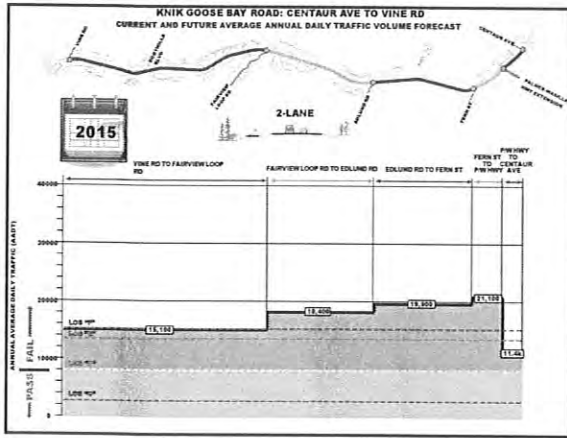
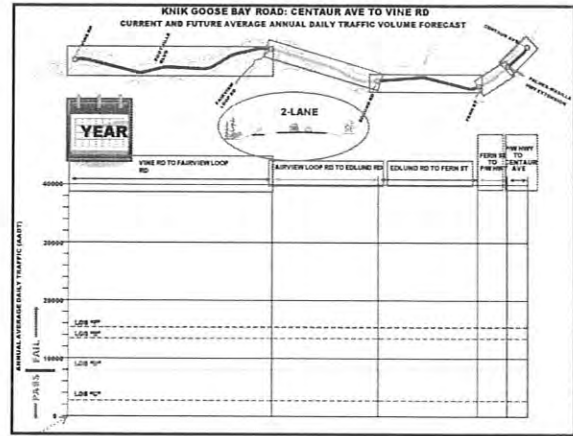
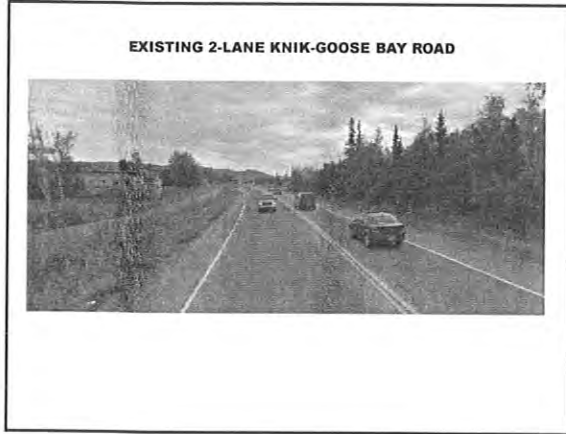
### LEVEL-OF-SERVICE (LOS)

- Level-of-service (LOS) - term used to qualitatively describe roadway and intersection traffic operations using "letter grades" ranging from A (best) to F (worst).
- LOS analysis performed according to a standardized methodology.
- LOS analysis predicts only isolated performance; it is not a system model.
- AASHTO recommends LOS C as the minimum for facilities of this type.
- For purposes of analysis, LOS D and worse are seen as not meeting this recommendation.

### LEVEL OF SERVICE (LOS)



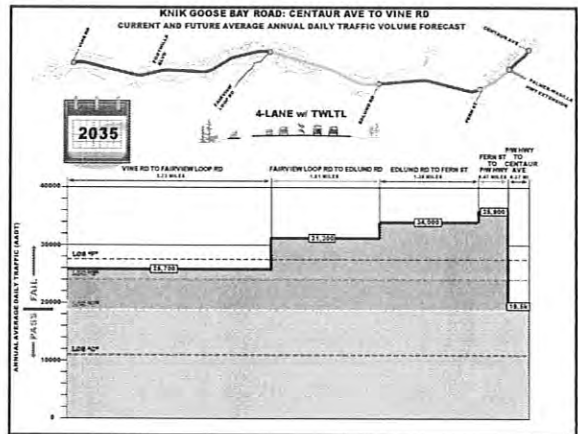
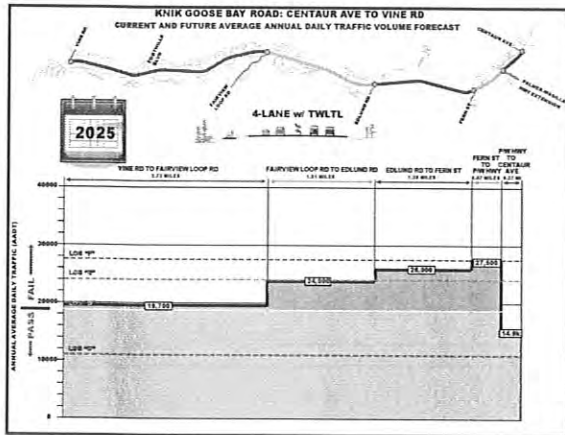
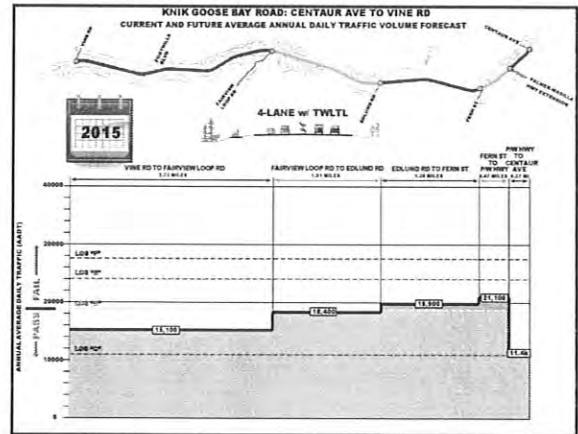
### EVALUATION OF PERFORMANCE (LOS) OF EXISTING KGB ROAD CONFIGURATION



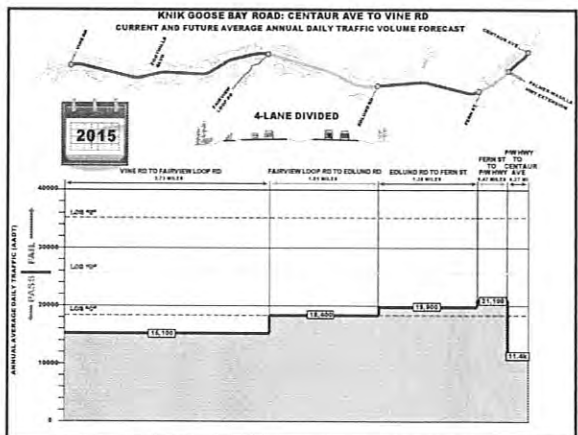
**PRELIMINARY PERFORMANCE  
EVALUATION (LOS) OF POSSIBLE  
MULTILANE IMPROVEMENTS for KGB  
ROAD**

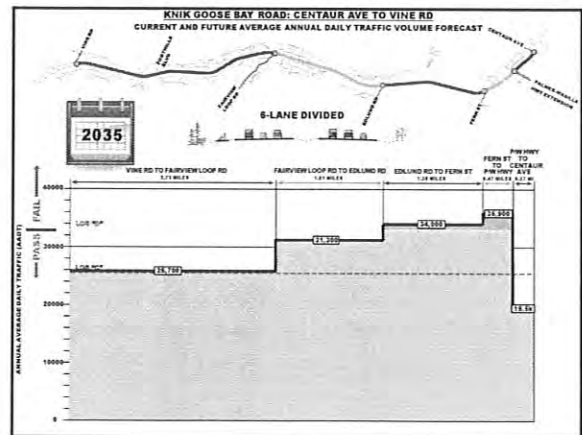
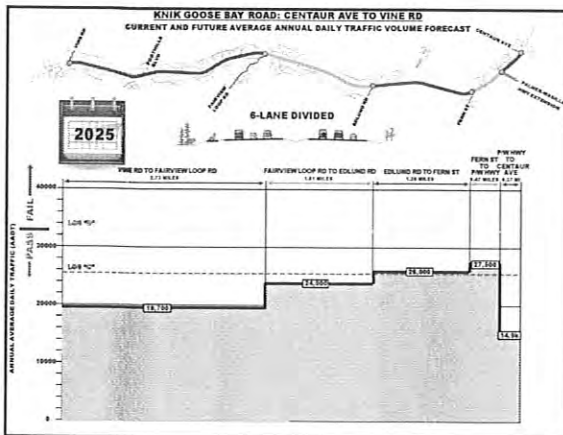
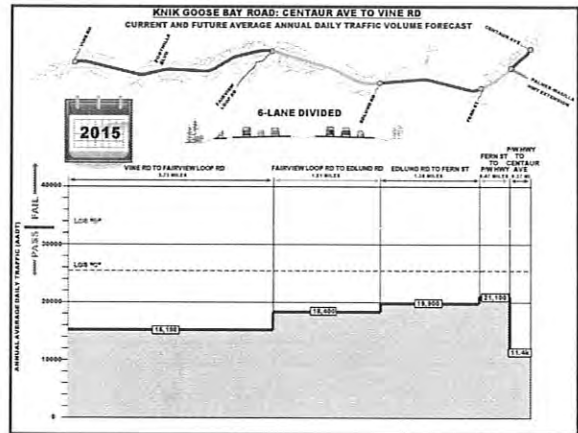
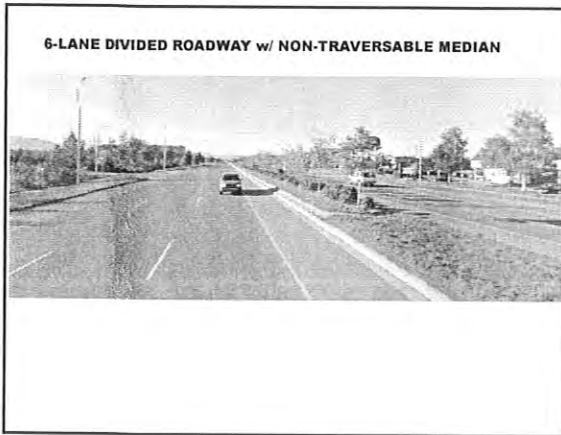
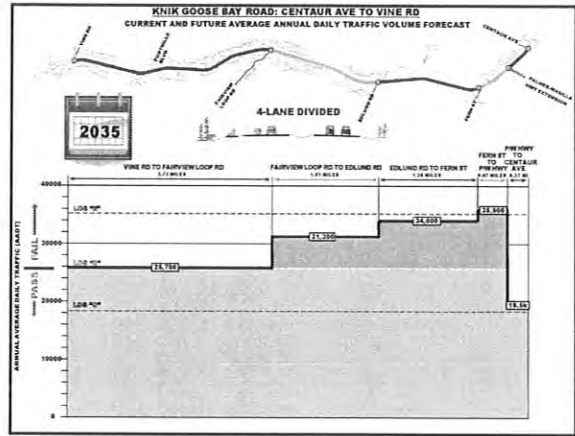
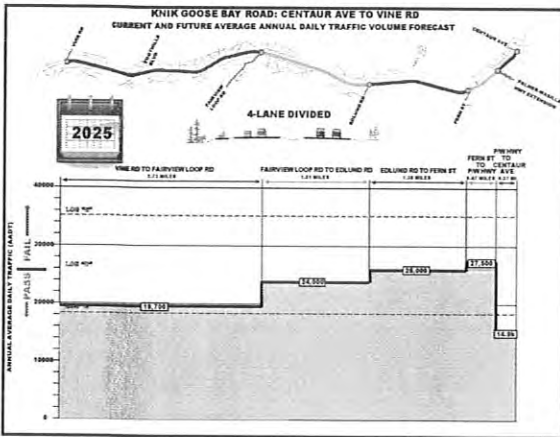


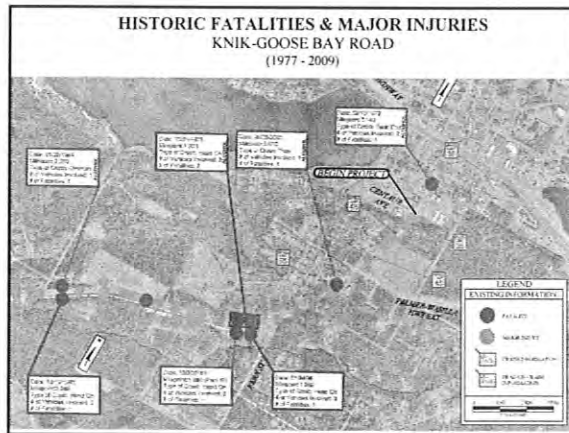
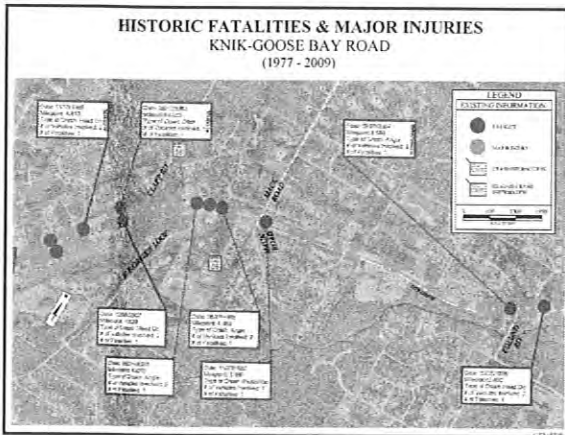
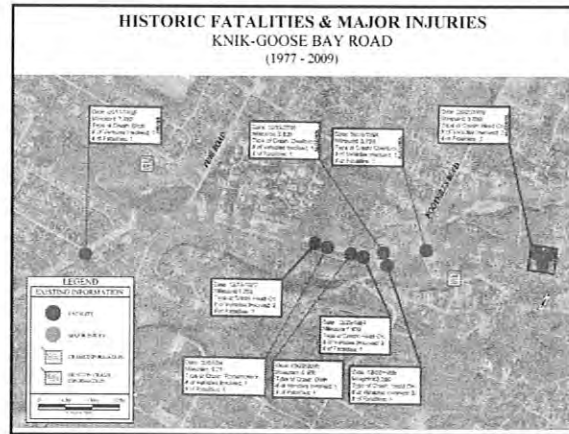
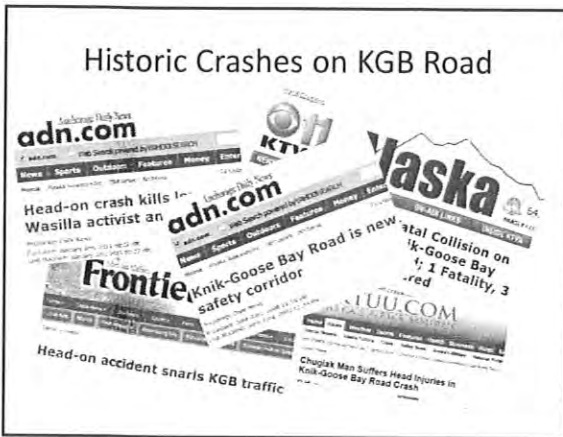
**4-LANE w/ TWO-WAY LEFT TURN LANE**



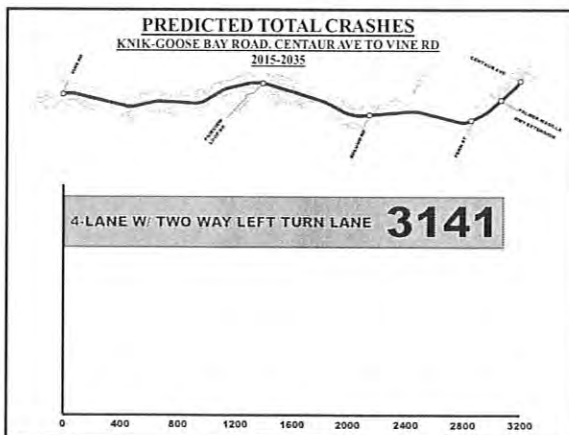
**4-LANE DIVIDED HIGHWAY w/ NON-TRAVERSABLE MEDIAN**

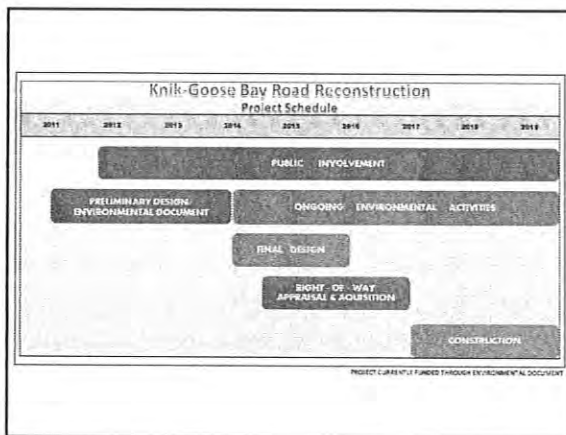
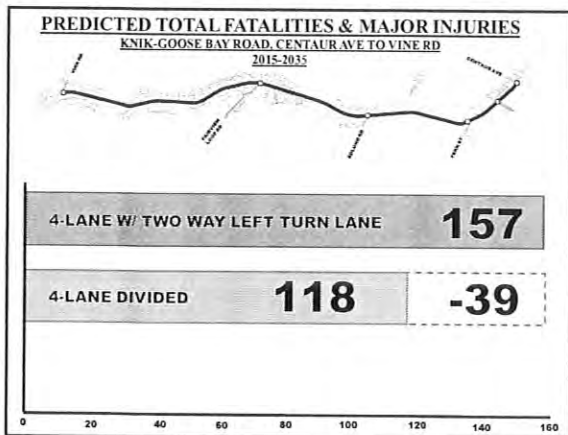
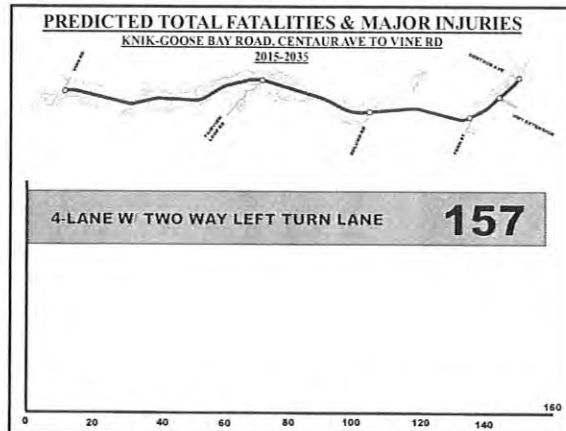
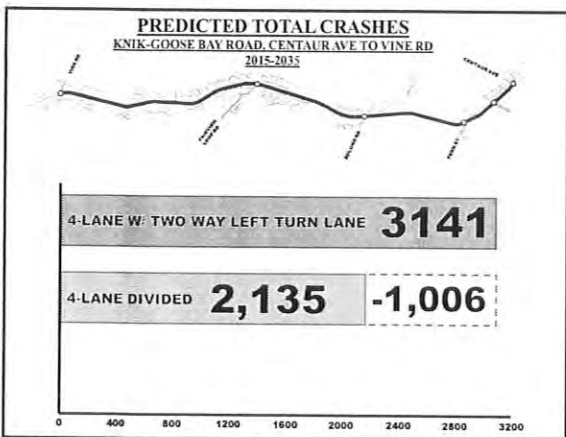






- ### Predicting and Reducing Crashes
- Crash predictions are based on historical rates derived from *reported* incidents on similar facilities with similar traffic volumes in Alaska.
  - Predictions are developed for the same segments of the project as are level-of-service predictions; however, project corridor totals are shown here.
  - Seen as life-altering incidents, Fatal and Major-Injury crash predictions are combined.
  - Total crash number predictions include all reported crashes of all types.
  - As there is very little 6-lane roadway of this type in Alaska, no predictions are developed for that typical section.





## Project Progress

### Environmental

- *Environmental Studies* – Wetland Delineations, Hazardous Waste Sites, Cultural Resources, Noise Analysis

### Preliminary Engineering

- *Data Collection and Analysis* – Moose Vehicle Collisions, Capacity Analysis, Crash Analysis, Typical Section Development, Design Criteria
- *Mapping and Surveying* – Aerial Photography, Surface Mapping and Preliminary Locations of Property, Utilities, and Right-of-Way





ALASKA DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

AGENCY MEETING

SIGN IN SHEET



PROJECT NAME: KNIK GOOSE BAY ROAD RECONSTRUCTION

DATE: AUGUST 9, 2012

NAME	MAILING ADDRESS and *EMAIL	PHONE	ORGANIZATION
GARRETT PAUL	1530 CACHE DR ANCH, AK 99502 garrett.paul@alaska.gov	907-269-0558	DOT & PF
Gerry Welsh	4111 ANATON AVE GUELISHO ANCHORAGE AK AKRKA.COM	269-0550	AKDOT & PF
Angela Hunt	"	209-0529	DOT & PF
Archie Giddings	city of Wasilla 290 E. Hemlock Ave Wasilla AK 99654	373 9018	
MITE Weller	MSB		MSB
Brad Swartz	MSB Transportation	746-7430	MSB
Dawn Lars	DOT Planning	269-0512	DOT





# MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD

RECEIVED  
APR 13 2012  
CLERKS OFFICE

LaMarr Anderson  
Beth Fread  
Jim Rowland

Rick Besse  
John Moosey  
Ken Walch

Don Carney  
Marty Quaas  
Sonya Walden

## AGENDA

REGULAR MEETING  
New Horizons Telecom, Inc.  
901 Cope-Industrial Way  
Palmer, AK 99645

Wednesday, November 28, 2012  
2:00 – 4:30 pm

- I. CALL TO ORDER
- II. ROLL CALL AND DETERMINATION OF QUORUM
- III. APPROVAL OF AGENDA
- IV. PLEDGE OF ALLEGIANCE
- V. APPROVAL OF MINUTES OF PRECEDING MEETING  
October 17, 2012
- VI. PRESENTATIONS *(Ten minutes per presentation)*
  - A. Project Design Team. Fairview Loop Phase I Plans in Hand Drawings (handout)
  - B. Jim Amundsen, ADOT. Palmer Eastern Terminus Project.
  - C. Gerry Welsh, Project Manager. Knik Goose Bay Road Reconstruction project.
- VII. PERSONS TO BE HEARD *(Three minutes per person for items not on the agenda)*
- VIII. AGENCY AND STAFF REPORTS *(Five minutes per person)*
  - A. Cities
    - 1.
  - B. Tribal Organizations
    - 1.
  - C. MSB Staff
    1. Scott Adams, MSB Bridge Projects Update
    2. Lauren Driscoll and Dennis Brodigan. Title 17.73 (Multifamily Development Design Standards)
    3. Peter Curtis, MSB 2011 Road Bond Projects Update
    4. Brad Sworts, Pioneer Peak Elementary Access
    5. Debbie Passmore, Board Member Telephonic Attendance
  - D. State Agencies
    1. Allen Kemplen, ADOT&PF with Dennis Brodigan, MSB. Gateway Community Traffic/Access Study

- E. MSB School District
  - 1.
- F. Transit Services
  - 1. Gary Stevig, Assistant Director, Chickaloon Tribal Transit
  - 2. Charolett Robinson, Executive Director, MASCOT
  - 3. Robbie Wuitschick, Executive Director, Valley Mover
  - 4. Sue Deyoe, Mobility Manager, Sunshine Transit
  
- IX. UNFINISHED BUSINESS
  
  
- X. NEW BUSINESS/PERSONS TO BE HEARD *(Three minutes per person for items on the agenda)*
  - A. Resolution 12-15, MSB ROW Policies & Procedures
  - B. Resolution 12-16, Research How TAB Can Become a RTPO
  - C. Resolution 12-17, Multi-Family Housing Regulations
  - D. Nominate TAB representative for the AAB
  
- XI. COMMITTEE REPORTS
  - A. LaMarr Anderson
    - 1. Transit Sub-Committee
  - B. Beth Fread
    - 1. Aviation Advisory Board
  
- XII. COMMENTS FROM THE BOARD
  
  
- XIII. MISC. INFORMATIONAL HANDOUTS AND COMMUNICATIONS
  - A. Next TAB meeting's deadlines
  - B. TAB's 2013 meeting schedule
  - C. Information on Knik Arm Bridge from Jamie Kenworthy
  
- XIV. UPCOMING MEETING – *please note the new date*
  - A. Regular meeting Wednesday, December 19, 2012, 2:00 - 4:30 pm at New Horizons Telecom, Inc.
  
- XV. ADJOURNMENT



**I. CALL TO ORDER**

The regular meeting of the Matanuska-Susitna Borough Transportation Advisory Board was held on Wednesday, November 28, 2012, at New Horizons Telecom, 901 Cope-Industrial Way, Palmer, Alaska. The meeting was called to order at 2:10 pm.

**II. ROLL CALL AND DETERMINATION OF A QUOROM**

Transportation Advisory Board members present and establishing a quorum were:

Mr. LaMarr Anderson  
Mr. Rick Besse  
Mr. Don Carney  
Mr. Marty Quaas  
Mr. Jim Rowland  
Ms. Sonya Walden

Transportation Advisory Board members absent and excused were:

Ms. Beth Fread  
Mr. Kenneth Walch

Staff and Agency Representatives in attendance were:

Mr. Brad Sworts, MSB Pre-Design Manager  
Ms. Debbie Passmore, Administrative Secretary

Also present:

Allen Kemplen, State DOT&PF  
David Post, State DOT&PF  
David Levy,

**III. APPROVAL OF AGENDA**

**MOTION:** Mr. Marty Quaas moved to approve the agenda for today; Ms. Sonya Walden seconded.

**VOTE:** Unanimous approval.

**IV. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was led by Mr. Rick Besse

**V. APPROVAL OF MINUTES**

October 17, 2012

**MOTION:** Ms. Sonya Walden moved to accept the minutes for October 17, 2012; seconded by Mr. Don Carney

VOTE: Motion to approve the minutes passed without objection.

**VI. PRESENTATIONS** *(Ten minutes per presentation)*

- A. Project Design Team, Jim Amundsen. Fairview Loop Phase I Plans in Hand Drawings (handout)
- B. Jim Amundsen, ADOT. Palmer Eastern Terminus Project.
- C. Gerry Welsh, Project Manager. Knik Goose Bay Road Reconstruction project.

**VII. PERSONS TO BE HEARD** *(Three minutes per person for items not on the agenda)*  
None.

**VIII. AGENCY AND STAFF REPORTS** *(Three-Five minutes per person)*

- A. Cities
  - 1. none
- B. Tribal Organizations
  - 1. none
- C. MSB Staff
  - 1. Scott Adams, MSB Bridge Projects Update
  - 2. Lauren Driscoll and Dennis Brodigan. Title 17.73 (Multifamily Development Design Standards)
  - 3. Peter Curtis, MSB 2011 Road Bond Projects Update
  - 4. Brad Sworts, Pioneer Peak Elementary Access
  - 5. Debbie Passmore, Board Member Telephonic Attendance
- D. State Agencies
  - 1. Allen Kemplen, ADOT&PF with Dennis Brodigan, MSB. Gateway Community Traffic/Access Study. Board directs staff to prepare a resolution to study the problem and a plan/map/details to solve the problem, then get that to ADOT&PF.
- E. MSB School District
  - 1.
- F. Transit Services
  - 1. Lou Friend, Chickaloon Tribal Transit, David Levy, AMC
  - 2. Naomi Nelson, MASCOT
  - 3. Jennifer Tew, Valley Mover

**IX. UNFINISHED BUSINESS**

A.

**X. NEW BUSINESS – all postponed to next meeting; Ms. Sonya Walden moved to postpone these New Business items to next month; Mr. LaMarr Anderson seconded.**

- A. Resolution 12-15, MSB ROW Policies & Procedures
- B. Resolution 12-16, Research How TAB Can Become a RTPO
- C. Resolution 12-17, Multi-Family Housing Regulations
- D. Nominate TAB representative for the AAB



**XI. COMMITTEE REPORTS - all postponed to next meeting**

- A. LaMarr Anderson
  - 1. Transit Sub-Committee
- B. Beth Fread
  - 1. Aviation Advisory Board

**XII. COMMENTS FROM THE BOARD**

LaMarr – sorry I'm late; change agency staff reports to before presentations

Marty – nothing

Sonya – wants to see a transit route to Weyland in Wasilla and in Anchorage on Saturday

Don – thanks staff for their work

Jim – good to see something happening on the bond projects

George – just an observer today

Rick – Interesting meeting; we need to go forward with the RTPO resolution.

Allen – thinking about the next road list – CIP project evaluation matrix would be well used for this.

**XIII. MISC. INFORMATIONAL HANDOUTS AND COMMUNICATIONS**

- A. Next TAB meeting's deadlines
- B. TAB's 2013 meeting schedule
- C. Information on Knik Arm Bridge from Jamie Kenworthy

**XIV. UPCOMING MEETING – *please note the new date***

- A. Regular meeting Wednesday, December 19, 2012, 2:00 - 4:30 pm at New Horizons Telecom, Inc.

**XV. ADJOURNMENT**

MOTION: Ms. Sonya Walden moved to adjourn; Mr. Don Carney seconded.

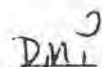
With no further business at hand, the meeting was adjourned at 4:46 pm.



\_\_\_\_\_  
Rick Besse, Vice Chair

ATTEST:

  
\_\_\_\_\_  
Debbie Passmore, Transportation Advisory Board Clerk

Approved: 

**REGULAR MEETING**

**7 P.M.**

**I. CALL TO ORDER**

The special meeting of the Wasilla Planning Commission was called to order at 6:00 PM on Tuesday, December 4, 2012, in Council Chambers of City Hall, Wasilla, Alaska by Doug Miller, Chairman.

**II. ROLL CALL**

Commissioners present and establishing a quorum were:

Mr. Patrick Brown, Seat A (*via phone*)

Mr. Daniel Kelly, Jr., Seat B

Ms. Jessica Dean, Seat C

Mr. Doug Miller, Seat D

Ms. Glenda Ledford, Seat E

Vacant, Seat F

Vacant, Seat G

Staff in attendance were:

Mr. Archie Giddings, Public Work Director

Ms. Tina Crawford, City Planner

Ms. Tahirih Revet, Planning Clerk

**III. PLEDGE OF ALLEGIANCE**

A. Commissioner Ledford led the Pledge of Allegiance.

**IV. APPROVAL OF AGENDA**

GENERAL CONSENT: The agenda was approved as presented.

**VIII. NEW BUSINESS** (*five minutes per person*)

A. Discussion

1. ADOT&PF presentation regarding the Knik-Goose Bay (KGB) Road Reconstruction Project. (Project proposed to add two or more additional lanes to KGB Road beginning at Centaur Avenue and continuing south to Vine Road along with other roadway improvements.)

Jerry Welsh, Project Manager for ADOT&PF, provided a presentation on the Knik-Goose Bay Road Reconstruction.

Commissioner Kelly stated:

- his concerns of a four lane divided highway instead of a five lane highway may not have adequate truck lanes or bus route stops.



- he would like to see the other designs designations and season adjustments in the traffic model program that the ADOT&PF used for their current designs.

Mr. Darrin Dorn asked why the KGB upgrade didn't extend past Settler's Bay.

Mr. David Post stated the reason for it was the designation for Vine Road was on the Alaska Highway System designation put it in a different category and changed the funding for the upgrade on KGB, but also stated that it would be a good idea to revisit the decision since the funding categories have changed.

Commissioner Ledford asked if the Knik Bridge is constructed would it change the classification of KGB road.

Mr. Post stated KGB is at its highest designated class so the designation would not change.

Mr. Giddings asked if the design of the reconstruction on KGB is going to be a six lane road.

Mr. Welsh stated yes it is being looked at in the future but will start out as a four lane road.

Ms. Crawford asked if the considerations were more canned that were used in the build-out?

Mr. Welsh stated yes they are canned, straight forward and very simplistic approach, and they don't use modeling for build-out projections.

Mr. Giddings stated he believed the undeveloped lots from Fairview Loop into Wasilla will be commercial and would like the ADOT&PF to build out the roads with adequate access.

Mr. Welsh stated he has data on a right turn in, right turn out of properties shows they don't limit traffic or slow it down.

Commissioner Miller stated his concerns with not having collectors along KGB.

#### **XI. AUDIENCE COMMENTS**

No audience comments.

#### **XIV. ADJOURNMENT**

The regular meeting adjourned at 8:00 PM.

ATTEST:

\_\_\_\_\_  
DOUG MILLER, Chairman

---

TAHIRIH REVET, Planning Clerk

Adopted by the Wasilla Planning Commission -, 2012.

DRAFT



The regular meeting of the Matanuska-Susitna Borough Planning Commission was held on February 4, 2013, at the Matanuska-Susitna Borough School District Administration Building, 501 North Gulkana Street, Palmer, Alaska. The meeting was called to order at 6:16 p.m. by Chair John Klapperich.

**I. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM**

Planning Commission members present and establishing a quorum:

Mr. John Klapperich, Assembly District #3 *Chair*  
Mr. Bruce Walden, Assembly District #4  
Mr. William Haller, Assembly District #5  
Mr. Vern Rauchenstein, District #7

Planning Commission members absent and excused were:

Vacant, Assembly District #1  
Mr. Thomas Healy, District #2 (*unable to connect by teleconference due to MSBSD equipment malfunction*)  
Mr. Tomas Adams, Assembly District #6

Staff in attendance:

Mr. Alex Strawn, Development Services Manager  
Ms. Lisa Richard, Assistant Borough Attorney  
Ms. Mary Brodigan, Planning Commission Clerk

**II. APPROVAL OF AGENDA**

Chair Klapperich inquired if there were any changes to the agenda.

GENERAL CONSENT: The agenda was approved without objection.

**III. PLEDGE OF ALLEGIANCE**

The pledge of allegiance was led by Mr. Gerry Welsh of AKDOT&PF.

**IV. CONSENT AGENDA**

**A. Minutes**

1. January 7, 2013, regular meeting minutes
2. January 21, 2013, regular meeting minutes

*There were no minutes available.*

**A. INTRODUCTION FOR PUBLIC HEARING: QUASI-JUDICIAL MATTERS**

1. **Resolution 13-07**, A resolution approving an Conditional Use Permit under MSB 17.70, Regulation of Alcoholic Beverage Use for the operation of a Brown Jug liquor package



store at Lot 3D, Olympic Subdivision. Public Hearing: March 4, 2013. *(Staff: Susan Lee)*

**B. INTRODUCTION FOR PUBLIC HEARING: LEGISLATIVE MATTERS**

1. **Resolution 13-09**, A resolution recommending Assembly adoption of ordinances removing state-owned tidelands from the Port District, correcting the Port MacKenzie Special Use District legal descriptions, and enlarging the Pt. MacKenzie Special Service Area Boundary. Public Hearing: March 4, 2013. *(Staff: Emerson Krueger)*

Chair Klapperich read the consent agenda into the record.

Chair Klapperich inquired if there were any changes to the consent agenda.

GENERAL CONSENT: The consent agenda was approved as amended without objection.

**V. COMMITTEE REPORTS**

*(There were no committee reports.)*

**VI. AGENCY/STAFF REPORTS**

- A. Knik Goose Bay Reconstruction Project Update.

Mr. Garrett Paul, Designer, AKDOT&PF, provided an update on the Knik Goose Bay Reconstruction Project.

**VII. LAND USE CLASSIFICATIONS**

*(There were no land use classifications.)*

**VIII. AUDIENCE PARTICIPATION (Three minutes per person.)**

The following people spoke with concerns regarding "Felony Flats": Ms. Gail Just, Ms. Geri Crawley, and Mr. Hermann Spegel.

**IX. PUBLIC HEARING: QUASI-JUDICIAL MATTERS *(beginning at 6:15 P.M.)***

*Commission members may not receive or engage in ex-parte contact with the applicant, other parties interested in the application, or members of the public concerning the application or issues presented in the application.*

*(There was no quasi-judicial public hearing.)*

**X. PUBLIC HEARING LEGISLATIVE MATTERS**

*(There was no legislative public hearing.)*



**XI. CORRESPONDENCE AND INFORMATION**

*(There was no correspondence and information.)*

**XII. UNFINISHED BUSINESS**

- A. **Resolution 13-03**, A resolution recommending Assembly adoption of MSB 17.74, Substandard Dwelling Permit, and MSB 17.125.010, Definitions.

Mr. Strawn provided a staff report.

Commissioner Haller:

- suggested there may be other ways to address substandard housing; and
- asked Mr. Strawn if minimum standards could be imposed on rental units.

Mr. Strawn responded that municipalities all over the county have building codes effectively imposing minimum standards on rental units.

Commissioner Rauchenstein:

- noted that there only four voting members in attendance tonight, and that it might be difficult to get a consensus to proceed; and
- suggested that it would be best to wait until the next meeting to make a decision.

Chair Klapperich:

- noted that the memo from Ms. Driscoll addressed many of the concerns posed by the commission; and
- she suggested that a work session may be in order.

Discussion ensued about the best way for the commission to get additional input from the public regarding a substandard housing ordinance.

Staff suggested scheduling a work session to allow more input from the public in a less formal setting prior to the next meeting.

**MOTION:** Commissioner Haller moved to postpone Resolution 13-03 until time certain, March 4, 2013. The motion was seconded.

**VOTE:** The motion to postpone passed without objection.

The Planning Commission directed staff to schedule a work session prior to the next regular meeting on March 4, 2013.

[Clerk's note: After discussion with the Borough Clerk, Ms. Lonnie McKechnie, it was determined that a work session would not allow for public participation as requested by the Planning Commission. At Ms. McKechnie's suggestion a Special Meeting was scheduled for February 25, 2013.]

Commissioner Haller queried Ms. Richard about the appropriateness of consulting with his constituents regarding their recommendations for a substandard housing ordinance.

Ms. Richard responded that it is acceptable and appropriate for commissioners to consult with their constituents on this legislative item.

**XIII. NEW BUSINESS**

A. Parcel Shift Project Presentation

Mr. Alex Strawn provided a presentation on the Parcel Shift Project.

**XIV. COMMISSION BUSINESS**

A. Upcoming Planning Commission Agenda Items

Mr. Strawn provided a brief update on projects that will be coming before the Planning Commission.

**XV. DIRECTOR AND COMMISSIONER COMMENTS**

Commissioner Klapperich:

- noted his appreciation for the update on the Knik Goose Bay Reconstruction Project provided by Mr. Garrett Paul, of AKDOT&PF;
- stated that he is looking forward to working with Mr. Brian Endle whose name has been forwarded to the Assembly for appointment to the Planning Commission; and
- is looking forward to a productive work session.

**XVI. ADJOURNMENT**

The regular meeting adjourned at 8:10 p.m.

  
\_\_\_\_\_  
JOHN KLAPPERICH, Planning Commission Chair

ATTEST:

  
\_\_\_\_\_  
MARY BRODIGAN, Planning Commission Clerk

*Minutes approved: March 4, 2013*

[Clerk' note: The MSB School District was experiencing equipment malfunction including teleconference and recording equipment. There is no recording of this meeting.]



**WASILLA CITY COUNCIL**

**REGULAR MEETING MINUTES**

**MAY 13, 2013**

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**I. CALL TO ORDER**

The Regular Meeting of the Wasilla City Council was held on Monday, May 13, 2013, at the Wasilla City Council Chambers, Wasilla, Alaska. Mayor Verne E. Rupright called the meeting to order at 6 p.m.

**II. ROLL CALL**

Council Members present and establishing a quorum were:

- Council Member Steven D. Lovell
- Council Member A. Clark Buswell III
- Council Member Leone Harris (*participated telephonically until 7:37 p.m.*)
- Deputy Mayor Colleen Sullivan-Leonard
- Council Member Dianne Woodruff
- Council Member Brandon Wall

Staff in attendance were:

- Gene Belden, Interim Police Chief
- John Combs, Recreation and Cultural Services Director
- Bert Cottle, Interim Deputy Administrator
- Archie Giddings, Public Works Director
- KJ Martin-Albright, Library Director
- Richard Payne, City Attorney
- Kristie Smithers, City Clerk
- Troy Tankersley, Finance Director
- Sarah Whiteley, Deputy Clerk

**III. PLEDGE OF ALLEGIANCE**

Mayor Rupright led the Pledge of Allegiance.

**IV. APPROVAL OF AGENDA**

Mayor Rupright inquired about any modifications to the agenda.

Council Member Harris requested that *Executive Session - Concerning matters, the immediate public knowledge of which would clearly have an adverse effect upon the finances of the city and tends to prejudice the reputation and character of any person. (Requested by Council Member Harris)* be moved to the June 10, 2013, regular meeting agenda.

GENERAL CONSENT: There was no objection noted.

MOTION: Deputy Mayor Sullivan-Leonard requested to remove *Matanuska Electric Association Transmission Line Update – Joe Griffith* from *Commission and Agency Reports*.

Discussion ensued regarding the removal of the item and the process of adding agenda items.



MOTION: Deputy Mayor Sullivan Leonard called the question (to stop debate).

Discussion ensued.

VOTE: The call to question passed with Council Members Buswell, Harris, Lovell, and Sullivan-Leonard in favor and Wall and Woodruff opposed.

Discussion ensued.

VOTE: The motion to remove *Matanuska Electric Association Transmission Line Update – Joe Griffith* from *Commission and Agency Reports* passed with Council Members Buswell, Harris, Lovell, and Sullivan-Leonard, in favor, and Wall and Woodruff opposed.

Council Member Wall requested that *New Business* be placed before the *Consent Agenda*.

GENERAL CONSENT: There was no objection noted and the agenda was approved as amended.

## V. SPECIAL ORDERS OF THE DAY

A. Purple Heart Plaque Presentation to the City of Wasilla - Ken Ross

Mr. Ken Ross presented the City with a Purple Heart Plaque.

## VI. COMMISSION AND AGENCY REPORTS

A. Parks and Recreation Commission

Mr. John Combs:

- Reported that the City is hosting its annual *Clean-Up Days* event;
- Noted that the appreciation picnic would be hosted at Iditapark on Saturday, May 18<sup>th</sup>; and
- Welcomed anyone who wished to volunteer.

B. Friends of Wasilla Public Library

Ms. Jeanne Troshynski, President:

- Reported on the summer reading programs for children and adults;
- Expressed appreciation to Target and the public for their donations;
- Announced the upcoming adult spelling bee; and
- Urged the Council to act on funding for the new library.

C. Wasilla Area Seniors, Inc. (WASI)

Mr. John Weaver, President, Board of Directors:

- Provided an update from WASI;
- Spoke in favor of Ordinance Serial No. 13-12;
- Noted that they are exploring energy efficiencies for the Center;
- Provided an overview of WASI; and
- Expressed appreciation to the Council, Mayor, and administration for their support.

D. Knik-Goose Bay Road Reconstruction - Gerry Welsh, Alaska Department of

## Transportation

Mr. Gerry Welsh, Project Manager:

- Provided an update on the Knik-Goose Bay Road reconstruction project.

Discussion ensued with a brief question and answer period.

E. Usibelli Coal Mine Report - Lorali Simon

Ms. Lorali Simon, Vice President of External Affairs:

- Provided a PowerPoint overview on the Usibelli Coal Mine;
- Spoke to many of the concerns of those against coal mining in the Valley; and
- Informed Council of the Mat-Su Borough *2010 Socioeconomic Impact Study*.

Discussion ensued with a question and answer period.

F. ~~Matanuska Electric Association – Transmission Line Update – Joe Griffith (Sponsored by Council Member Woodruff)~~ *(Removed from agenda; see page 2).*

G. Knik Tribal Council

No report was provided.

H. Representative Lynn Gattis - Legislative Wrap Up

Ms. Lynn Gattis:

- Provided a detailed overview of what she is working on and her background;
- Spoke to fisheries, education, and economic development;
- Reported on legislative priorities;
- Spoke to several projects that would impact City residents;
- Provided an overview of bills that she is in support of;
- Provided a presentation in support of the 75th anniversary of the City of Wasilla; and
- Expressed her hopes for securing funds for the library next year.

Discussion ensued with a question and answer period.

*(The regular meeting recessed at 7:15 p.m. and reconvened at 7:26 p.m.)*

## VII. PUBLIC PARTICIPATION

A. Public Hearings (3-Minutes Per Person)

1. [Ordinance Serial No. 13-12: Amending the Fiscal Year 2013 budget by appropriating \\$35,000 from the General Fund, Fund Balance, for a one-time appropriation to the Wasilla Area Seniors, Inc. \(Sponsored by Council Member Lovell\)](#)

Mayor Rupright opened the public hearing on Ordinance Serial No. 13-12.

The following individuals spoke in support of Ordinance Serial No. 13-12:

- Ms. Anne Kilkenny
- Ms. Lois Weir

Ms. Ingrid Ling

There being no one else who wished to speak, Mayor Rupright closed the public hearing and discussion moved to the Council.

MOTION: Council Member Lovell moved to postpone Ordinance Serial No. 13-12 to the next regular meeting on June 10, 2013.

Discussion ensued.

Ms. Ingrid Ling provided a report on grant funding and match requirements.

Discussion ensued.

MOTION: Council Member Buswell called for the question (to stop debate).

GENERAL CONSENT: There was no objection noted.

VOTE: The motion to postpone Ordinance Serial No. 13-12 to the June 10, 2013, meeting failed with Council Members Wall and Woodruff opposed and Council Members Buswell, Lovell, and Sullivan-Leonard in favor. *[CLERK'S NOTE: Council Member Harris lost connection on the teleconference line, according to WMC 2.04.130, four affirmative votes shall be required to carry any measure before the Council.]*

Discussion ensued.

MOTION: Council Member Woodruff moved to adopt Ordinance Serial No. 13-12.

Discussion ensued.

*[CLERK'S NOTE: Council Member Harris was reconnected on the teleconference line.]*

VOTE: The motion to adopt Ordinance Serial No. 13-12 passed with Council Members Lovell, Harris, Sullivan-Leonard, Woodruff, and Wall, in favor and Council Member Buswell opposed.

2. [Ordinance Serial No. 13-13: Amending Wasilla Municipal Code \(WMC\) Subsection 12.24.015, in Chapter 12.24, Parks and Recreational Facilities, to add Lake Lucile Park to the list of parks managed or administered by the City of Wasilla.](#)

Mayor Rupright opened the public hearing on Ordinance Serial No. 13-13.

Mr. Garvin Bucaria spoke to Ordinance Serial No. 13-13.

Discussion ensued.

There being no one else who wished to speak, Mayor Rupright closed the public hearing and discussion moved to the council.

MOTION: Deputy Mayor Sullivan-Leonard moved to adopt Ordinance Serial No.



13-13.

Discussion ensued.

VOTE: The motion to adopt Ordinance Serial No. 13-13 passed unanimously.

B. Persons to be Heard (3 Minutes Per Person)

Mr. Jim Palin:

- Spoke against the proposed Matanuska Electric Association (MEA) power line plan.

Ms. Lois Wier:

- Voiced approval of street maintenance's efforts;
- Thanked the City for the pathway along Riley Road; and
- Voiced approval of the maintenance of the benches along Knik Goose Bay Road.

Mr. Brad Laybourn:

- Provided details on an agreement with the City of Wasilla, which he believes was not fulfilled; and
- Asked for the Council's consideration into the matter.

Ms. Anne Kilkenny:

- Spoke to the City budget; and
- Commented against the purchase of bottled water service for City facilities.

Ms. Pam Ockerlander:

- Spoke against the Mayor's veto on Ordinance Serial No. 13-08;
- Voiced approval of constructing a new library;
- Commented that the City cannot depend on the State to fund the library; and
- Urged the Council to prepare for funding to maintain the new library.

**X. NEW BUSINESS**

A. Mayor's Veto issued on April 22, 2013

1. [Ordinance Serial No. 13-08: Amending Wasilla Municipal Code 5.16.030, 5.16.100 and 5.16.210 to increase the rate of the City sales tax by one percent \(1%\) to three \(3%\) beginning on January 1, 2013, and shall expire on December 31, 2014; amending Wasilla Municipal Code 5.16.210 to allocate one percent \(1%\) of the sales tax increase to a special account to finance the construction of the new Wasilla Public Library; and authorizing the City Clerk to submit the question of such sales tax rate increase to the qualified voters of the City at the October 1, 2013, regular City election.](#)

MOTION: Deputy Mayor Sullivan-Leonard moved to override the Mayor's veto on Ordinance Serial No. 13-08.

Deputy Mayor Sullivan-Leonard stated that she would not support any sales tax increase that does not expire.

Discussion ensued.

MOTION: Deputy Mayor Sullivan-Leonard called the question (to stop debate).

GENERAL CONSENT: There was no objection noted.

VOTE: The motion to override the Mayor's veto on Ordinance Serial No. 13-08 passed with Council Members Harris, Sullivan-Leonard, Woodruff, and Wall in favor and Lovell and Buswell opposed.  
*[CLERK'S NOTE: Ordinance Serial No. 13-08 stands adopted.]*

### VIII. CONSENT AGENDA

A. Minutes of Preceding Meetings

1. [Regular Meeting: April 22, 2013](#)

2. [Special Meeting: April 15, 2013](#)

3. [Special Meeting: April 25, 2013](#)

4. [Special Meeting: April 29, 2013](#)

B. Introduction of Ordinances

C. Resolutions

1. [Resolution Serial No. 13-06: Authorizing the Mayor to execute a Memorandum of Agreement with the Alaska Department of Transportation for proposed improvements and transfer of portions of South Hallea Lane, West Nicola Avenue, North Deskas Street and South Mack Drive as part of the Parks Highway improvements from Lucus Road to Church Road.](#)

2. [Resolution Serial No. 13-08: Authorizing the Mayor to execute an agreement with Head Rush Hair Design for leased space in the Meta Rose Square in the amount of \\$3,060 for twelve \(12\) months.](#)

D. Action Memorandums

1. [AM No. 13-12: Awarding a three \(3\) year contract to Analytica, effective July 1, 2013, in the amount of \\$54,073 to perform Water & Waste Water Laboratory Testing Services.](#)

2. [AM No. 13-13: Contract Award to Hattenburg, Dilley and Linnell in the amount of \\$113,630 for Aviation Avenue Water Line Extension Engineering Services and Airport Security Improvements Grant Assistance.](#)

3. [AM No. 13-14: Work Order Authorization to Matanuska Electric Association in the amount of \\$35,000 for the relocation of a switch cabinet as part of the Aviation Avenue Extension project.](#)

MOTION: Council Member Lovell moved to approve the Consent Agenda as read into the record by the City Clerk.

VOTE: The motion to approve the Consent Agenda passed unanimously.

**IX. UNFINISHED BUSINESS**

- A. [Ordinance Serial No. 13-11 \(AM\): Providing for the adoption of the Annual Budget for the Fiscal Year 2014 and appropriating funds to carry out said budget. \(Postponed from April 29, 2013\)](#)

*[CLERK'S NOTE: Council Member Harris exited the teleconference]*

Mr. Tankersley provided a report.

MOTION: Council Member Wall moved to set the mill rate at zero with Ordinance Serial 13-11 (AM).

Discussion ensued.

VOTE: The motion to set the mill rate to zero passed unanimously.

Council Member Wall commented on Amendment No. 38A; and feels the ½ time position should be restored or eliminated completely. (No action was taken.)

MOTION: Deputy Mayor Sullivan-Leonard moved to postpone Ordinance Serial No. 13-11 (AM) to the June 10, 2013, regular meeting.

Discussion ensued.

MOTION: Council Member Buswell called the question (to stop debate).

GENERAL CONSENT: There was no objection noted.

VOTE: The motion to postpone Ordinance Serial No. 13-11 (AM) to the June 10, 2013, regular meeting failed with Council Members Lovell and Woodruff opposed and Buswell, Wall, and Sullivan-Leonard in favor. *[CLERK'S NOTE: According to WMC 2.04.130, four affirmative votes shall be required to carry any measure before the Council.]*

MOTION: Council Member Woodruff moved a primary amendment by decreasing account number 001-4115-411.30-34 by \$1,500 for Council refreshments prior to meetings, resulting in an ending budget amount of \$8,000.

Discussion ensued.

VOTE: The motion to adopt the primary amendment passed with Council Members Buswell, Sullivan-Leonard, Wall and Woodruff in favor and Lovell opposed.

MOTION: Council Member Woodruff moved a primary amendment to remove the water service for City facilities.

Discussion ensued.

VOTE: The motion to adopt the primary amendment to remove the bottled water service for City facilities failed with Council Members Buswell and Lovell opposed and Sullivan-Leonard, Woodruff, and Wall in favor. *[CLERK'S NOTE: According to WMC 2.04.130, four affirmative votes shall be required to carry any measure before the Council.]*

MOTION: Council Member Wall moved to postpone Ordinance Serial No. 13-11 until the June 10,



2013, regular meeting.

Discussion ensued.

VOTE: The motion to postpone Ordinance Serial No. 13-11 passed with Council Members Buswell, Sullivan-Leonard, Wall, and Woodruff in favor and Council Member Lovell opposed.

*(The regular meeting recessed at 8:45 p.m. and reconvened at 8:47 p.m.)*

## **XI. COMMUNICATIONS**

### **A. Informational Memorandums**

1. [IM No. 13-04: Monthly financial reports for the period ending March 31, 2013; to include the Month-To-Date Revenue Report, Month-To-Date Expenditure Report, Disbursements Greater than \\$5,000, Investment Report and the Quarterly Report of Businesses Receiving a Penalty Waiver For Sales Tax.](#)

### **B. Commission Minutes**

1. [Parks & Recreation Commission: April 10, 2013](#)

2. [Parks & Recreation Commission: Special Meeting, April 26, 2013](#)

## **XII. AUDIENCE COMMENTS (3-Minutes Per Person)**

Mr. John Dewar:

- Suggested that Council Member Harris be present at the meetings; and
- Recommended a different chair be placed at the public comment table.

Ms. Anne Kilkenny:

- Commented that she is pro-union;
- Spoke to the City budget;
- Commented on the level of staffing at City Hall; and
- Spoke to the comments made by Council at the meeting.

Ms. Jan Holman:

- Requested that the Council speak louder and into the microphones.

## **XIII. MAYOR, CLERK AND ATTORNEY COMMENTS**

Ms. Smithers:

- Spoke to the upcoming Alaska Municipal League (AML) Conference in August.

Mr. Payne:

- Stated that it is inappropriate for Council to comment on ongoing litigation during a public meeting;
- Complimented the Menard Sports Center on the hosting of a recent wrestling tournament; and
- Noted that approximately 1,000 wrestlers attended.

**XIV. COUNCIL COMMENTS**

Council Member Woodruff:

- Spoke to the upcoming budget;
- Believes that the City is lacking a marketing piece for the community;
- Suggested a survey to understand what events are bringing individuals to the City; and
- Voiced disapproval of the City’s annexation process.

Council Member Buswell:

- Expressed disappointment regarding some of the decisions made at the meeting.

Council Member Wall:

- Voiced approval of the recent wrestling meet at the Menard Sports Center;
- Suggested a change to City Code regarding the City Council adding items to the agenda;
- Voiced regret regarding adding an agency to the agenda and then not allowing them to speak; and
- Suggested the Council and staff maintain a professional demeanor at the meetings.

Deputy Mayor Sullivan-Leonard:

- Requested an update on the Request for Information (RFI) for the outsourcing of management at the Menard Sports Center and the details on the process for selling Meta Rose Square be added to the next agenda; and
- Announced that at the Chamber of Commerce is hosting a Military Appreciation Lunch at Grand View Inn the following day.

Council Member Lovell:

- Thanked the audience for attending; and
- Expressed disappointed with certain decisions that were made at the meeting.

Mayor Rupright:

- Suggested a *Committee of the Whole* at the next meeting to discuss an economist to quantify the dollars at the Menard Sports Center and to discuss the process of adding agenda items.

**XV. EXECUTIVE SESSION**

A. ~~Concerning matters, the immediate public knowledge of which would clearly have an adverse effect upon the finances of the city and tends to prejudice the reputation and character of any person. (Requested by Council Member Harris) (This item removed from agenda; see page 2).~~

**XVI. ADJOURNMENT**

With no further business at hand, Mayor Rupright adjourned the meeting at 9:03 p.m.

Verne E. Rupright  
VERNE E. RUPRIGHT, Mayor

ATTEST:

Kristie Smithers  
KRISTIE SMITHERS, MMC, City Clerk

Minutes approved: June 10, 2013

## B2. Agency Scoping Email & Materials

**DOT&PF Email to Agencies**  
**DOT&PF Formal Scoping Letter**  
**Project Background Materials**

**From:** [Hunt, Angela M \(DOT\)](#)  
**To:** [DEC-Webmaster \(DEC sponsored\)](#); [Rypkema, James \(DEC\)](#); [Krauss, Brenda K \(DEC\)](#); [Ashton, William S \(DEC\)](#); [Heil, Cynthia L \(DEC\)](#); [Bainbridge, Steven T \(DEC\)](#); [Kavalok, Tony \(DFG\)](#); [Bethe, Michael L \(DFG\)](#); [Satterfield, Cynthia R \(DFG\)](#); [Ayers, Jean M \(DNR\)](#); [Romsland, Renee C \(DNR\)](#); [Bittner, Judith E \(DNR\)](#); [Wright, Stoney J \(DNR\)](#); [regpagemaster@usace.army.mil](#); [Hayes, Nicole M POA](#); [curtis.jennifer@epa.gov](#); [lacroix.matthew@epa.gov](#); [ak\\_fisheries@fws.gov](#); [francesc\\_mann@fws.gov](#); [ann\\_rappoport@fws.gov](#); [ellen\\_lance@fws.gov](#); [jeanne.hanson@noaa.gov](#); [robert.Guertin@matsugov.us](#); [fseagerboss@matsugov.us](#); [brad.sworts@matsugov.us](#); [larry.devilbiss@matsugov.us](#); [john.moosey@matsugov.us](#); [lonnie.mckechnie@matsugov.us](#); [kendra.johnson@matsugov.us](#); [mary.brodigan@matsugov.us](#); [vprupright@ci.wasilla.ak.us](#); [planning@ci.wasilla.ak.us](#); [agiddings@ci.wasilla.ak.us](#); [clerk@ci.wasilla.ak.us](#); [rporter@kniktribe.org](#); [dglass@cjri.com](#); [r\\_theodore@gci.net](#)  
**Cc:** [Lohrey, John \(DOT sponsored\)](#); [Welsh, Gerald F \(DOT\)](#); [Elliott, Brian A \(DOT\)](#)  
**Subject:** 52464: Knik Goose Bay Road Reconstruction\_Ageny Request for Comments and Public Meeting Announcement (December 6, 2012)  
**Date:** Thursday, November 15, 2012 10:20:04 AM

---

Dear Agency Staff:

The Department of Transportation and Public Facilities, in cooperation with the Alaska Division of the Federal Highway Administration, is soliciting comments and information on a proposal to reconstruct Knik Goose Bay Road from Centaur Avenue to Vine Road, in the Matanuska-Susitna Borough, Alaska. The project's scoping materials can be accessed from the link below:

[http://dot.alaska.gov/creg/PDE/projects/52464\\_KGBRoad/52464\\_KGB\\_AgencyScopingLetter.pdf](http://dot.alaska.gov/creg/PDE/projects/52464_KGBRoad/52464_KGB_AgencyScopingLetter.pdf)

After reviewing the scoping materials, please reply to this email (or in writing) with the following information:

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project.
2. Regulatory permits/clearances required by your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

You are also invited to attend a **Public Meeting Open House** scheduled for **Thursday, December 6, 2012**, at Goose Bay Elementary School, from 4:30 to 7:30 pm. For more information, please visit the project website at [www.knikgoosebayroad.com](http://www.knikgoosebayroad.com)

We are requesting that comments be delivered by **December 31, 2012**. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,  
Angela Hunt



**ANGELA HUNT**



DEPT. OF TRANSPORTATION & PUBLIC FACILITIES

PD&E | ENVIRONMENTAL TEAM LEADER

OFFICE 907.269.0529 | FAX 907.243.6927

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THE STATE  
of **ALASKA**  
GOVERNOR SEAN PARNELL

Department of Transportation  
and Public Facilities

DESIGN & ENGINEERING SERVICES  
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November 15, 2012

Project: Knik Goose Bay Road Reconstruction  
Project No.: 52464

Dear Agency Staff Member:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is soliciting comments and information on a proposed project to reconstruct Knik Goose Bay (KGB) Road from Centaur Avenue (milepost 0.3) to Vine Road (milepost 6.8). The proposed project is located between Section 10, T. 17 N., R. 001 W., and Section 26, T. 17 N., R. 002 W, Seward Meridian, within the Matanuska-Susitna Borough (MSB), Alaska (Figure 1).

You are also invited to attend a public meeting open house on **Thursday, December 6, 2012**, at Goose Bay Elementary School, from 4:30 to 7:30 pm. For more information, please visit the project website at [www.knikgoosebayroad.com](http://www.knikgoosebayroad.com).

### **Purpose and Need**

The purpose of the project is to improve mobility for people and freight and to enhance access management along this segment of the road, thereby improving safety and reducing congestion for roadway users. KGB Road serves as the primary link for residents living between Wasilla and the Goose Bay Airport. Due to high numbers of vehicles using KGB Road, it is currently over capacity and has above average crash rates and a higher proportion of high severity crashes compared to statewide rates for similar facilities. As a result of this very high crash problem, KGB Road was designated a Traffic Safety Corridor in June 2009.

### **Proposed Action**

The proposed work would include the following (Figures 2A-G):

- Minor realignment of KGB Road throughout the project corridor
- Realigning approach roads and intersections
- Adding two or more new travel lanes with a median
- Enhancing drainage by replacing, extending or adding cross culverts
- Widening shoulders
- Adding signing and illumination, as needed
- Retaining parallel pedestrian pathway

## Existing Conditions

KGB Road is a two-lane road extending through urban and rural areas for approximately 20 miles between the Parks Highway in Wasilla and the Goose Bay Airport. The DOT&PF functional classification for KGB Road is Urban Principal Arterial between the Parks Highway (MP 0) and Foothills Boulevard (MP 5.7) and Rural Principal Arterial between Foothills Boulevard and the Goose Bay Airport (MP 19.9).

KGB Road has two 12-foot wide lanes, shoulders varying from two to six feet, and gradual side slopes throughout most of its length. It has numerous horizontal curves and a rolling vertical alignment, which generally conform to the surrounding terrain. KGB Road's intersections with the Palmer Wasilla Highway, Fairview Loop Road and Vine Road are signalized and illuminated. Minor cross-street approaches are stop sign-controlled and are not illuminated. Drainage is provided by open ditches and culverts at natural drainage areas. There are no bridges or major drainage structures within the limits of the proposed project corridor.

A large portion of the land adjacent to KGB Road is developed with residences, neighborhoods, or businesses. As a result, numerous driveways and local roads intersect the road with full, direct access. The main commercial district is concentrated between Centaur Avenue and Fern Street at the north end of the project corridor. The remainder of undeveloped land adjacent to the project corridor consists mostly of birch, aspen, and spruce forests.

## Preliminary Environmental Research

The environmental impacts are not clearly understood at this time and DOT&PF is preparing an Environmental Assessment (EA) for the proposed project. The DOT&PF 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 attached. To ensure all factors are considered in developing the proposed project, please provide your written comments, recommendations, and the additional requested information to our office no later than **December 31, 2012**.

If you have any questions on the environmental effects, please contact Angela Hunt, Environmental Team Leader, at (907) 269-0529, or via email at [angela.hunt@alaska.gov](mailto:angela.hunt@alaska.gov). Questions concerning the engineering aspects of the proposed project can be directed to Gerry Welsh, P.E., Project Manager, at (907) 269-0550, or via email at [gerry.welsh@alaska.gov](mailto:gerry.welsh@alaska.gov).

Sincerely,

*Brian Elliott*

Regional Environmental Manager

Enclosures: Appendix A

Figure 1: Location and Vicinity Map

Figure 2A-G: Proposed Project

cc: John Lohrey, National Programs Team Leader, FHWA  
 Gerry Welsh, P.E., Project Manager, PD&E  
 Angela Hunt, Environmental Team Leader, PD&E

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USFWS	Ann Rappoport	Field Supervisor	ann_rappoport@fws.gov
USFWS Endangered Species	Ellen Lance	Branch Chief	ellen_lance@fws.gov
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Mat-Su Borough Land Use and Planning	Fran Seager-Boss	Specialist	fseagerboss@matsugov.us
		Planning Transportation Manager	brad.sworts@matsugov.us
Mat-Su Project Mgt & Eng	Brad Swortz	Mayor	larry.devilbiss@matsugov.us
MSB Borough Mayor	Larry DeVilbiss	Manager	john.moosey@matsugov.us
MSB Borough Manager	John Moosey		lonnie.mckechnie@matsugov.us
	Lonnie McKechnie	Clerk	
MSB Clerk		Lead Code Compliance Officer	kendra.johnson@matsugov.us
MSB Borough	Kendra Johnson		
		Clerk	mary.brodigan@matsugov.us
MSB Planning Commission Clerk	Mary Brodigan	Chair	
MSB Planning Commission President	John Klapperich	Mayor	vrupright@ci.wasilla.ak.us
City of Wasilla - Mayor	Verne Rupright		



City of Wasilla Planning  
Commission  
City of Wasilla  
City of Wasilla – City Council

Knik Tribal Council  
Cook Inlet Region, Inc.  
Knikatnu, Incorporated (Knik-  
Fairview)

Tina Crawford      City Planner  
Archie Giddings    Public Works Director  
Kim Smithers        Clerk  
Richard Porter /    Executive Director /  
Kevin Toothaker    Admin Asst  
Dara Glass            Land Administrator  
  
William Theodore    President

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## APPENDIX A

**Historic Properties, Archeological and Cultural Resources:** In August 2011, an archaeological and architectural survey was conducted to identify and evaluate potential archeological and historic properties within the direct and indirect Area of Potential Effect (APE). The survey was performed in accordance with the *Standards and Guidelines for Investigating and Reporting Archeological and Historic Properties in Alaska* (Historic Preservation Series No. 11) and the *Secretary of Interior's Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716). The survey identified four isolated historic resources, 15 historic-age buildings, and eight archaeological sites within the APE. None of these resources were recommended eligible for listing on the National Register of Historic Places, except one archaeological site (AHRs ANC-3444). At this time, the project is not expected to impact this site and DOT&PF anticipates a Finding of No Historic Properties Affected. The DOT&PF will submit the survey report to the State Historic Preservation Officer for review as part of the Section 106 consultation.

**Wetlands and Other Waters of the U.S.:** In July 2011, a wetland delineation for the proposed project was performed in accordance with the 2007 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region. The study identified a storm water collection pond and one wetland within the project corridor.

The storm water collection pond is located near the KGB Road/Palmer-Wasilla Highway intersection. The pond drains uplands, not wetlands, and is non-jurisdictional.

The wetland complex approximately eight acres in size is located along the north side of KGB Road near Lakewood Drive and consists of open spruce scrub, open low alder shrub, and sedge meadow. The wetland appears to be connected by subsurface hydrology to wetlands to the north and Cottonwood Creek to the south. Cottonwood Creek is a tributary to Knik Arm, a navigable waterway. A functional assessment of the wetland was performed using DOT&PFs Alaska Wetland Assessment Method (AKWAM). The wetland was determined to have a moderate to low functional value due to the absence of nearby waterways, disturbance within the wetland, adjacent development, an abundance of similar wetlands within watershed, and moderate to low wildlife and habitat values.

At this time, roadway widening is expected to impact less than one acre of the wetland complex. A USACE Section 404 permit will be obtained prior to project construction.

**Anadromous Fish Streams and Essential Fish Habitat:** Two anadromous streams, Cottonwood Creek and Crocker Creek, flow on the south side of KGB Road within the proposed project area. Both creeks support Sockeye and spawning Coho salmon. At this time, no work or discharge of fill material below ordinary high water would occur as part of the project. Source: ADF&G, 2012. Fish Resource Monitor. Accessed June 4, 2012, <http://gis.sf.adfg.state.ak.us/FlexMaps/fishresourcemonitor.html?mode=awc>

**Moose:** In November 2011, an analysis of moose collisions was conducted to determine the maximum frequency and maximum rate of moose-vehicle collisions along KGB Road between 1999 and 2008. The study indicated that KGB Road has a moderate maximum rate (i.e., between 75 and 95 percentile) of moose-vehicle collisions and that the collisions are centered between the intersections of KGB Road with Fern Street and Clapp Road. To help mitigate these collisions, DOT&PF is proposing to remove the vegetation and other sight obstructions from the existing right-of-way and install warning signs according to Central Region policy. Warning sign locations are determined during final design.

**Migratory Birds and Eagles' Nest:** Several migratory bird species may migrate through the proposed project area and may be disturbed by land clearing operations. However, vegetation clearing activities will be restricted during the USFWS Recommended Time Periods for Avoiding Vegetation Clearing in Alaska (i.e. May 1 – July 15) to reduce potential impacts to migratory birds. In the event clearing during these months become necessary, DOT&PF will consult with the USFWS to determine the most appropriate methods to minimize and/or mitigate impacts.

No bald eagle nests have been identified within 0.25 mile of the proposed project corridor.

Source: USFWS, 2012. Alaska Bald Eagle Nest Atlas. Accessed June 4, 2012.

<http://164.159.151.40/private/alaskabaldeagles/viewer.htm>

**Threatened and Endangered Species:** No state or federal endangered, threatened, or candidate species or critical habitats are present within the proposed project area. Sources: USFWS, 2012. *Endangered Species Listing Program*, accessed June 4, 2012.

<http://alaska.fws.gov/fisheries/endangered/listing.htm> and ADF&G, 2012.

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

No national wildlife refuges exist within the proposed project area. The Goose Bay State Game Refuge is located near the southern end of Knik Goose Bay Road. However, the refuge is over 10 miles south of the project area and it is not expected to be impacted by the proposed project. No other State Refuges, Critical Habitat Areas, or Sanctuaries are in the proposed project area.

Sources: USFWS, 2012. *National Wildlife Refuge*, accessed June 4, 2012,

<http://alaska.fws.gov/nwr/map.htm> and ADF&G, 2012. *Refuges, Sanctuaries, Critical Habitat Areas & Wildlife Ranges*, accessed June 4, 2012,

<http://www.adfg.alaska.gov/index.cfm?adfg=protectedareas.locator>

**Navigable Waters:** No navigable waters are in the project corridor. Source: USACE *Alaska District's List of Navigable Waters*, accessed June 4, 2012,

<http://www.poa.usace.army.mil/reg/NavWat.htm>

**Receiving Waters and Impaired Water bodies:** Stormwater runoff is channeled through open ditches and culverts into natural drainage areas within the Cottonwood Creek watershed. The surrounding terrain is generally flat throughout the proposed project area and water filters through gravelly substrate and/or infiltrates into vegetated areas. No bridges or major drainage structures are present within the limits of the proposed project. Seven miles of Cottonwood Creek is considered impaired due to high levels of fecal coliform bacteria, which is likely a result of urban

development and runoff. A TMDL for fecal coliform bacteria is expected to be completed in 2013 (Source: ADEC, *Alaska's Final 2010 Integrated Water Quality Monitoring and Assessment Report, July 15, 2010.*)

Roadway widening would roughly double the impervious surface area of the highway in the project area, which is expected to slightly increase stormwater discharges to receiving waters adjacent to the highway. Increasing the impervious area would reduce initial infiltration and slightly increase the speed at which runoff enters receiving waters. Because the stormwater is filtered before reaching surface waters, this increase would be minor in nature and would not alter existing large-scale drainage patterns. Additionally, roadway construction is not expected to increase the concentration of fecal coliform bacteria reaching receiving waters.

**Contaminated Sites, Spills and Underground Storage Tanks:** In September 2011, A Phase I Environmental Site Assessment was conducted to identify potentially contaminated sites within the project area. The study identified 19 potentially contaminated sites based on the presence of potential sources of contamination such as fuel and automotive stations, trash accumulation, dumping, or abandoned vehicles. Further investigation of these sites will be conducted during the design phase of the project.

**Flood Plain and Regulatory Floodway:** Cottonwood Creek is designated as a Zone A floodplain; however, the creek does not cross KGB Road within the project corridor. No other mapped floodplains are in the project area. Source: MSB online Adopted FIRM maps 8070E, 8065E, 8045E, accessed June 4, 2012, <http://www.matsugov.us/planning/edit-all-articles-accordians-and-carousels/divisions/code-compliance-um/88-femafirm-maps>

**Recreational Areas:** A recreational complex with baseball fields is located on the north side of KGB Road at Frank Smith Road. The complex is owned by the State of Alaska Department of Natural Resources, Division of Lands and leased by Wasilla Little League. At this time, the project may have a minor impact to the recreational complex through purchase of additional right-of-way. The DOT&PF will consult with the FHWA to determine the applicability of Section 4(f) of the DOT Act and complete an evaluation, if applicable. Source: Matanuska-Susitna Borough Land Management, accessed June 4, 2012, <http://maps.matsugov.us/landadmin/viewer.htm>

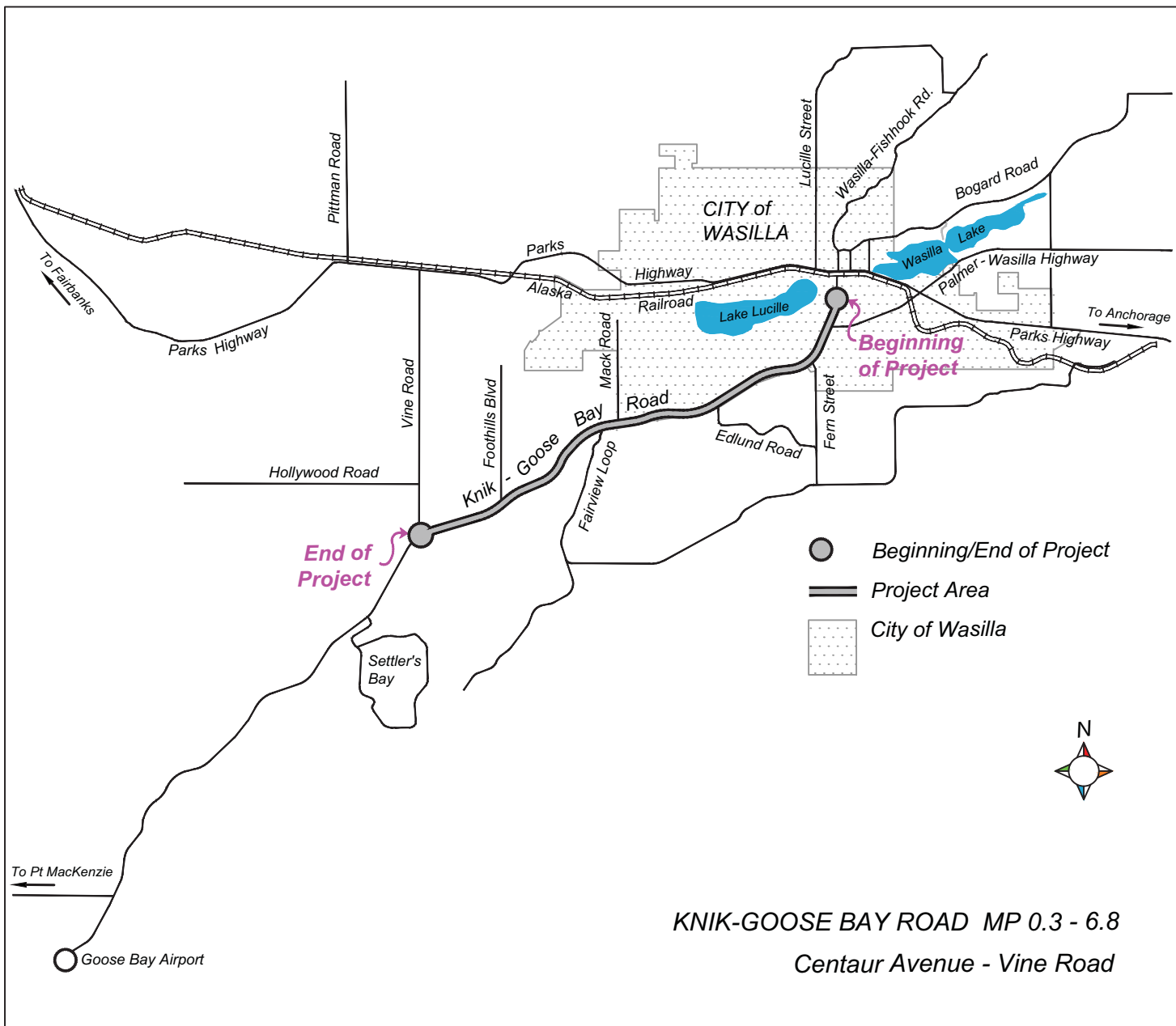
**Air Quality:** Air quality in the project area meets all National Ambient Air Quality Standards. Source: EPA, online *The Green Book Nonattainment Areas for Criteria Pollutants*, accessed June 4, 2012, <http://www.epa.gov/oar/oaqps/greenbk/index.html>.

**Material and Disposal Sites:** The Contractor would supply material for the road, subgrade structure and surfacing. Similarly, the Contractor would obtain disposal sites. If the Contractor elects to use an undeveloped material site, contract language will require the Contractor to acquire all necessary permits and clearances for the site(s) and provide copies to the DOT&PF Project Engineer prior to development. Per DOT&PF specifications, the Contractor will also be responsible for implementing a Storm Water Pollution Prevention Plan. Material from a borrow site that has not received the appropriate permits and clearances will not



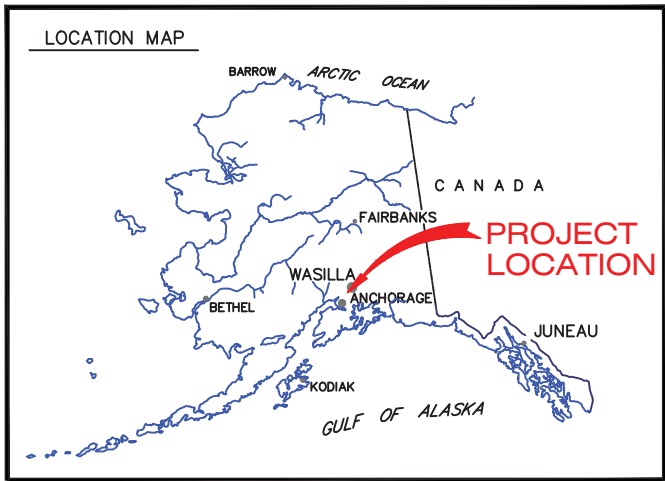
be accepted for project construction. Disposal of excess material outside the ROW is not anticipated for this project.

**Estimated Ground Disturbance:** The proposed project is expected to involve approximately 175 acres of ground disturbance primarily through roadway widening and vegetation clearing activities.



KNIK-GOOSE BAY ROAD MP 0.3 - 6.8  
 Centaur Avenue - Vine Road

VICINITY MAP

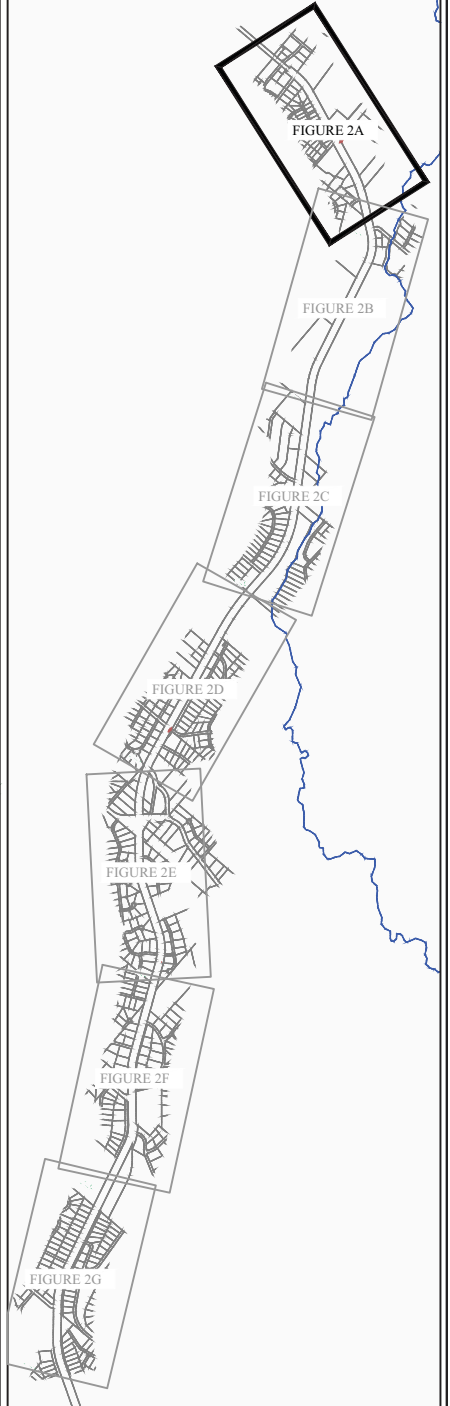


KNIK GOOSE BAY ROAD RECONSTRUCTION  
 CENTUAR AVENUE TO VINE ROAD  
 Project No. 52464  
 LOCATION AND VICINITY MAP

Figure 1



LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	RIGHT-OF-WAY
PROPERTY LINES	NEW PAVEMENT
RIVER/CREEK	GRASS MEDIAN
	FILL / CUT LINES

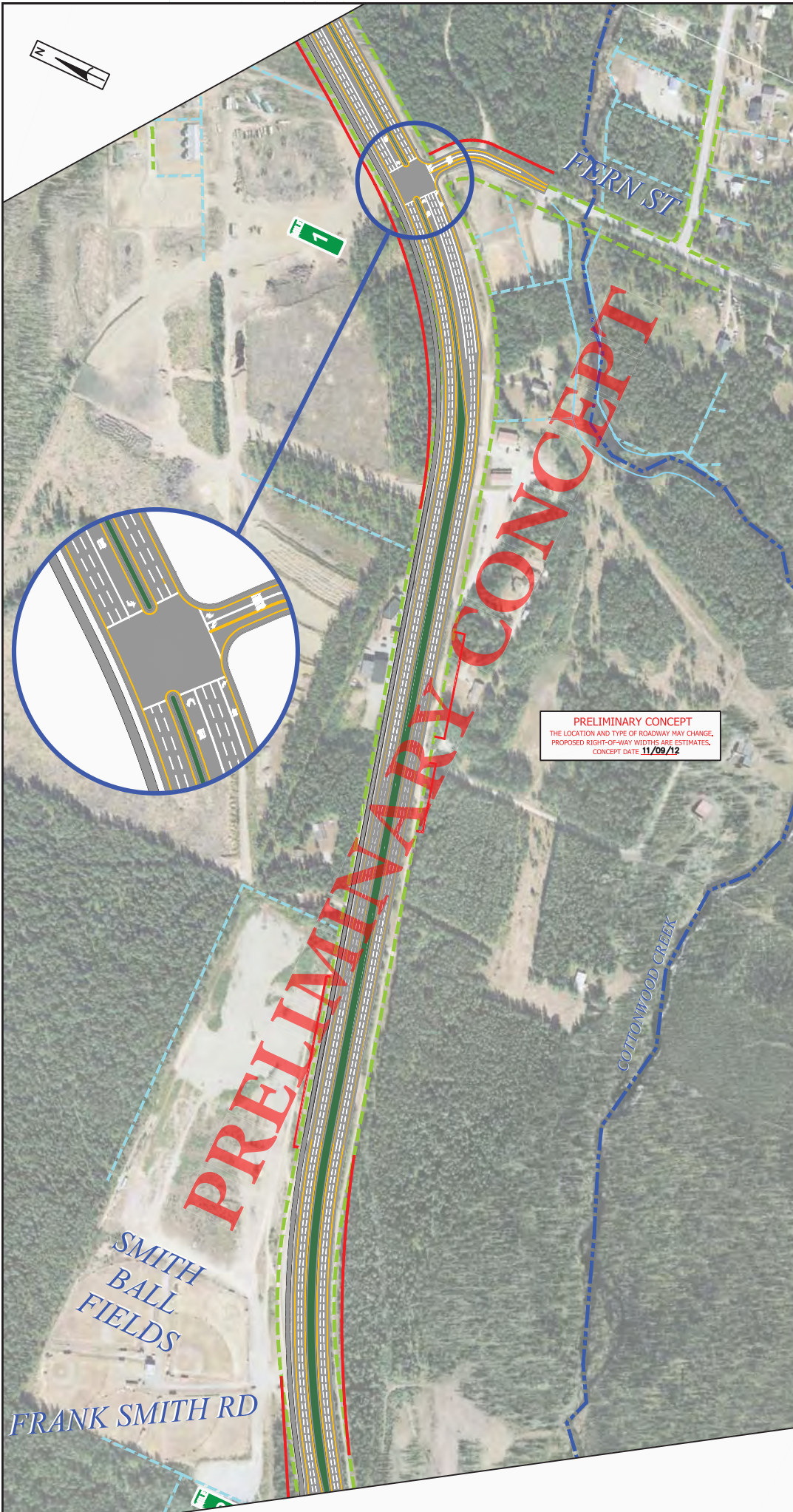


**KNIK-GOOSE BAY ROAD MP 0.3-6.8  
CENTAUR AVENUE TO VINE ROAD**

FIGURE 2A Project Details  
4-Lane / 6-Lane Combination

**PRELIMINARY CONCEPT**  
THE LOCATION AND TYPE OF ROADWAY MAY CHANGE.  
PROPOSED RIGHT-OF-WAY WIDTHS ARE ESTIMATES.  
CONCEPT DATE: 11/09/12

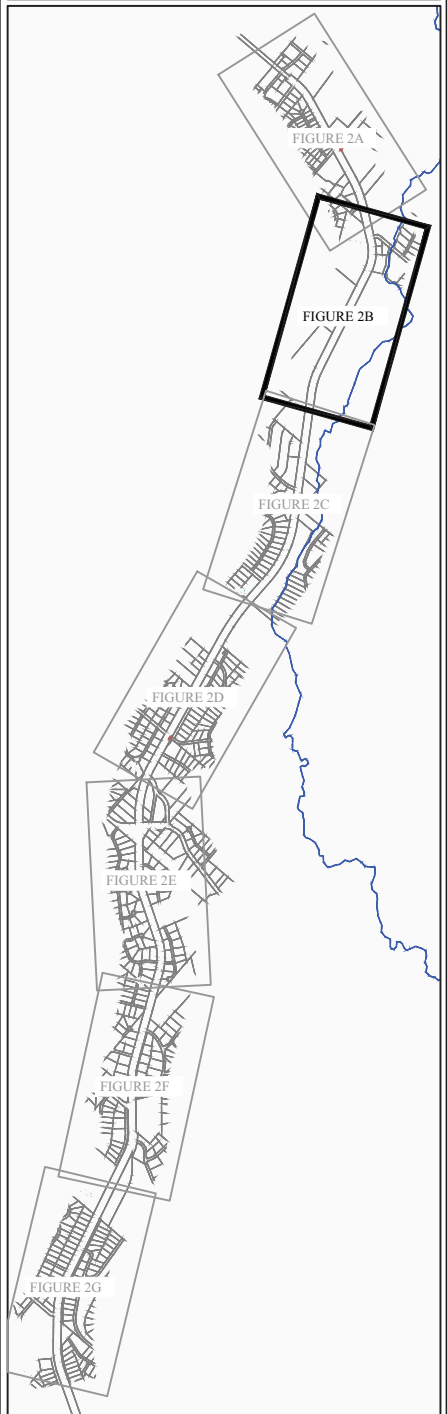




**PRELIMINARY CONCEPT**  
 THE LOCATION AND TYPE OF ROADWAY MAY CHANGE.  
 PROPOSED RIGHT-OF-WAY WIDTHS ARE ESTIMATES.  
 CONCEPT DATE 11/09/12

**LEGEND**

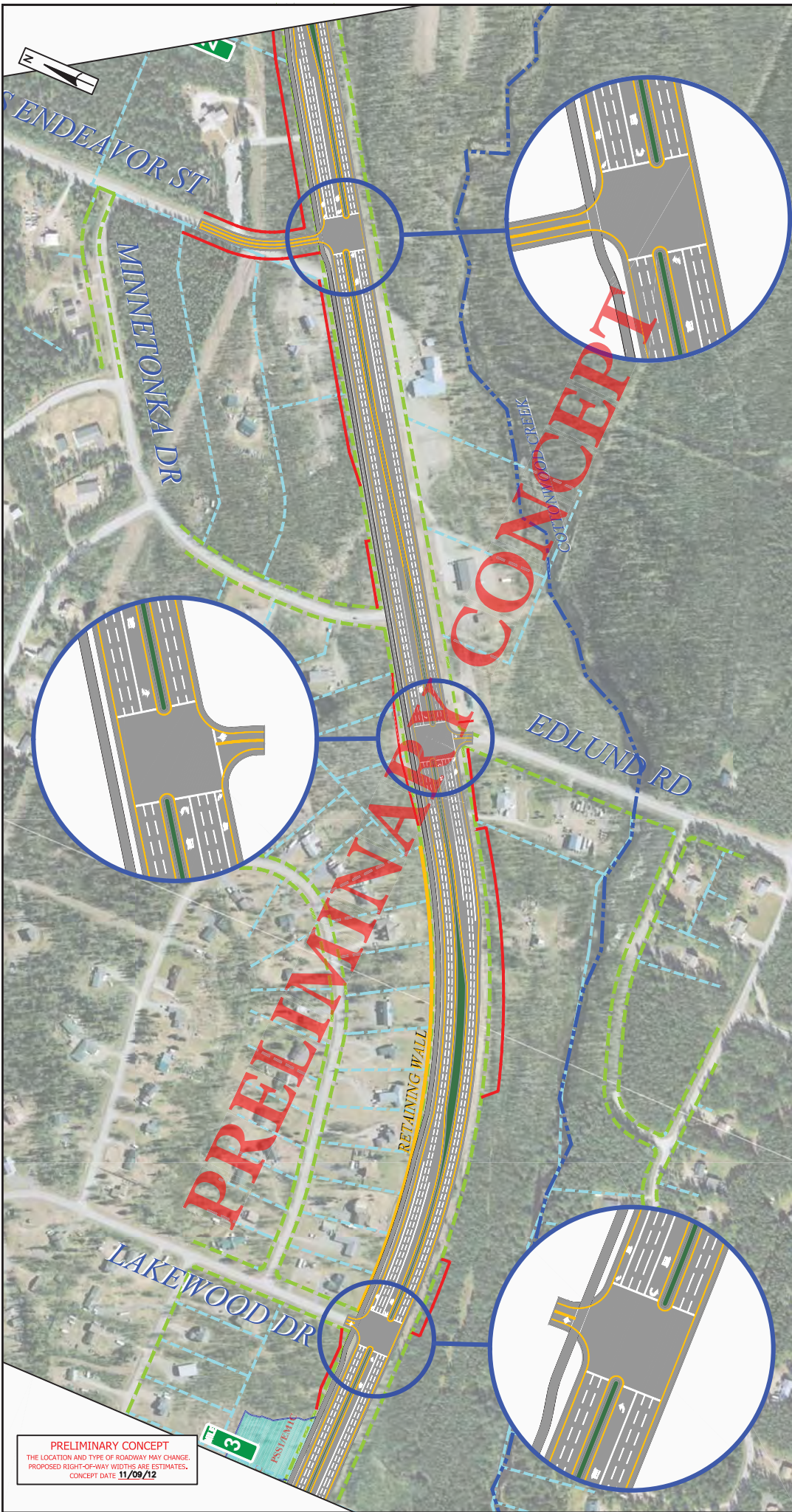
EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	RIGHT-OF-WAY
PROPERTY LINES	NEW PAVEMENT
RIVER/CREEK	GRASS MEDIAN
	FILL / CUT LINES



**KNIK-GOOSE BAY ROAD MP 0.3-6.8  
 CENTAUR AVENUE TO VINE ROAD**

**FIGURE 2B** Project Details  
 4-Lane / 6-Lane Combination

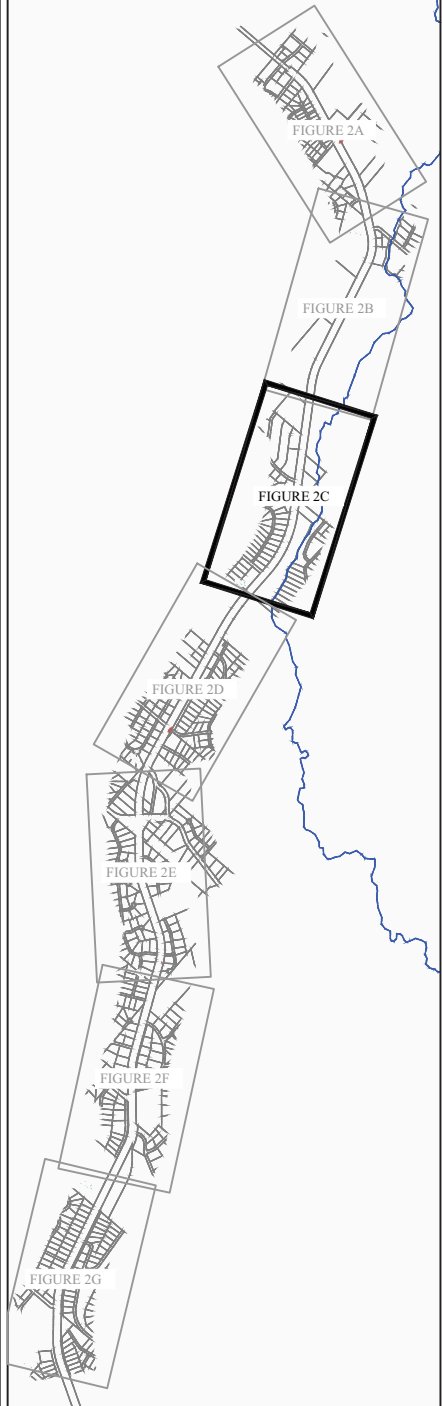




**PRELIMINARY CONCEPT**  
 THE LOCATION AND TYPE OF ROADWAY MAY CHANGE.  
 PROPOSED RIGHT-OF-WAY WIDTHS ARE ESTIMATES.  
 CONCEPT DATE 11/09/12

**LEGEND**

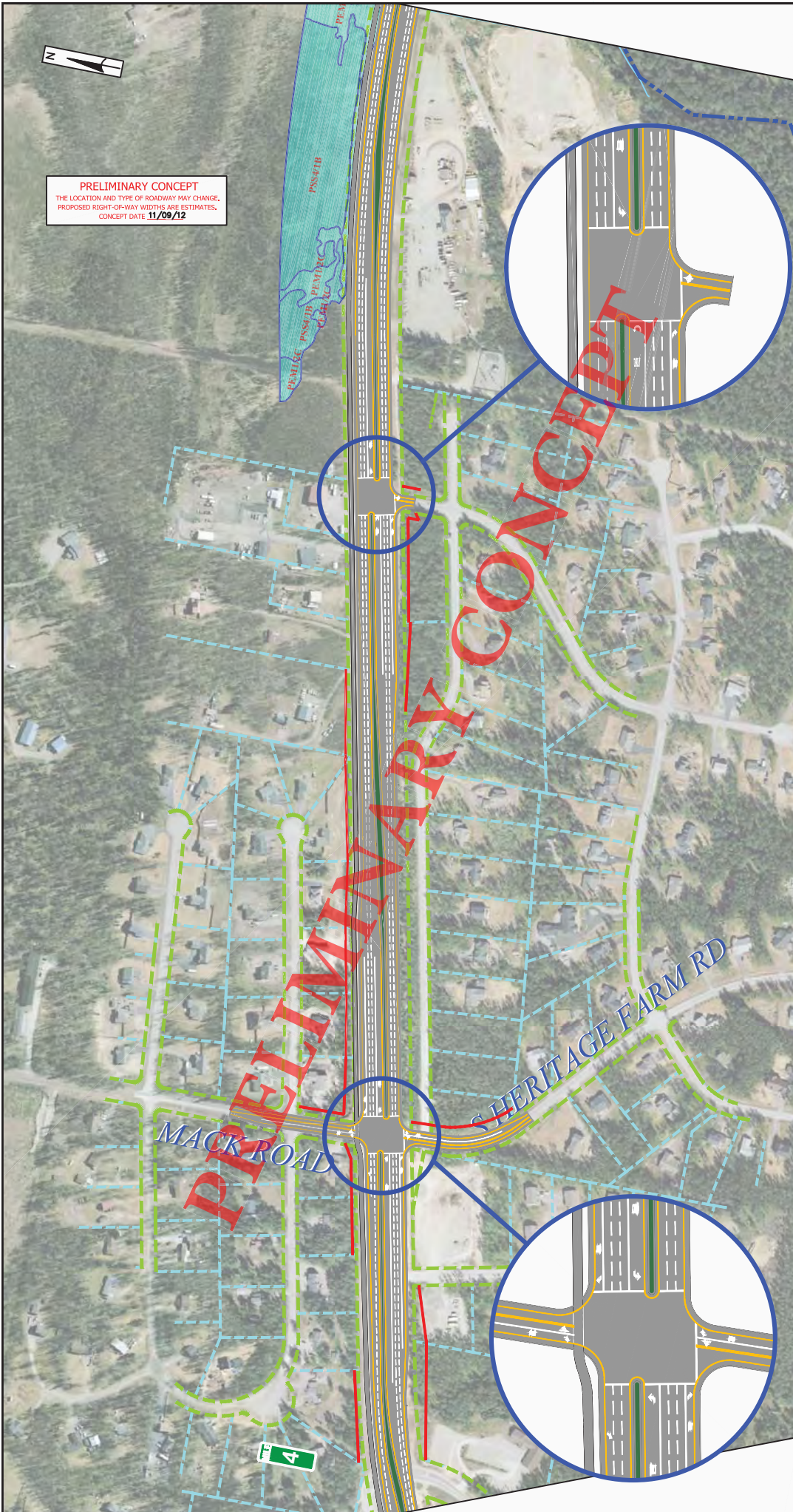
EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	RIGHT-OF-WAY
PROPERTY LINES	NEW PAVEMENT
RIVER/CREEK	GRASS MEDIAN
DELINEATED WETLAND	FILL / CUT LINES



**KNIK-GOOSE BAY ROAD MP 0.3-6.8  
 CENTAUR AVENUE TO VINE ROAD**

**FIGURE 2C** Project Details  
 4-Lane / 6-Lane Combination

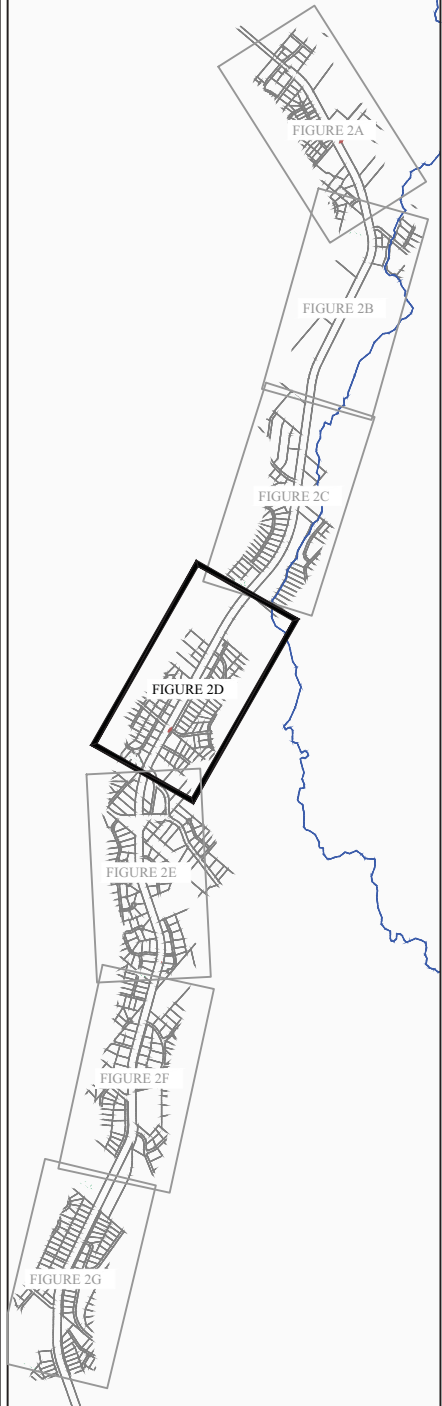




**PRELIMINARY CONCEPT**  
 THE LOCATION AND TYPE OF ROADWAY MAY CHANGE.  
 PROPOSED RIGHT-OF-WAY WIDTHS ARE ESTIMATES.  
 CONCEPT DATE: 11/09/12

**LEGEND**

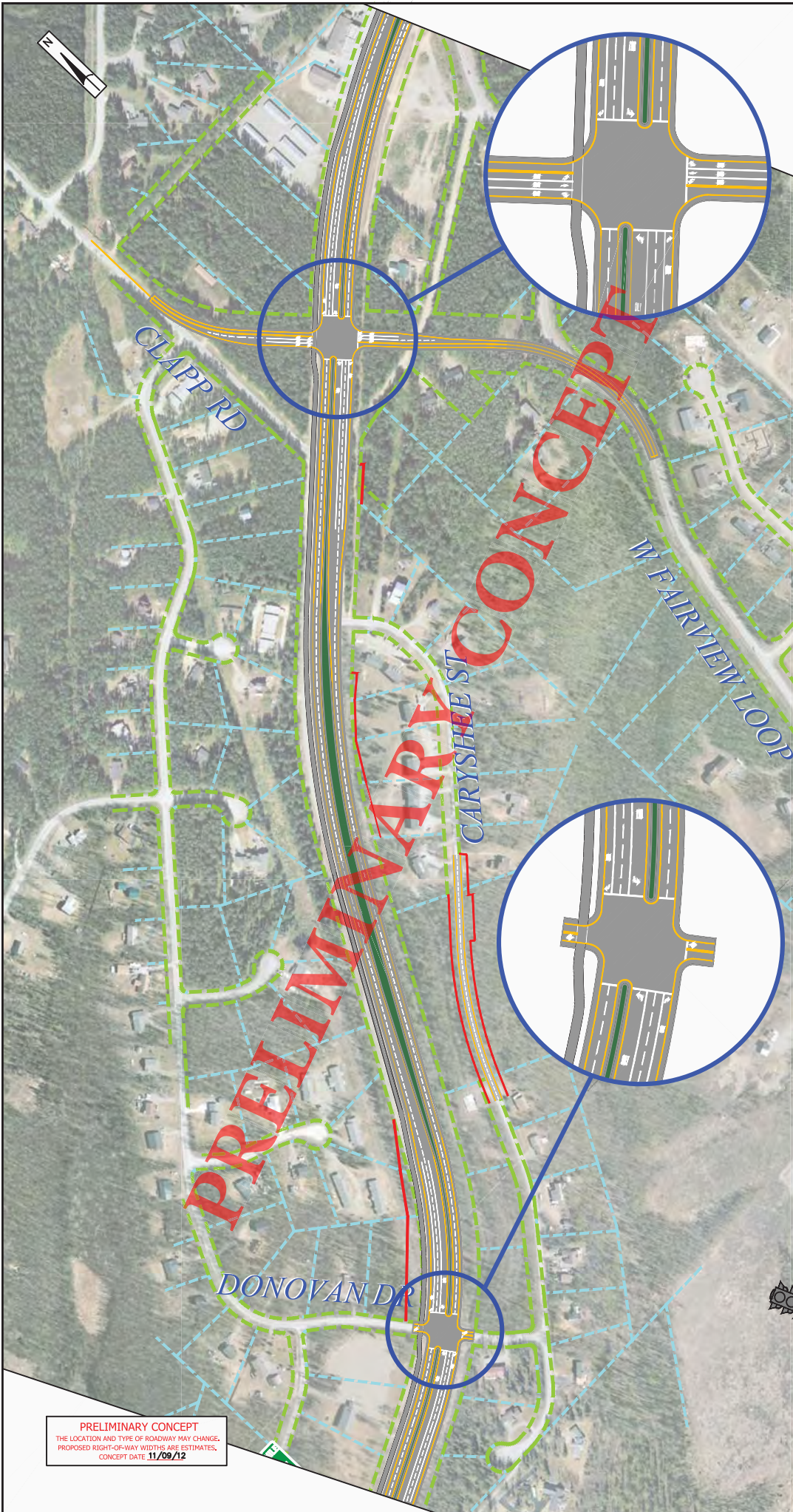
EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	RIGHT-OF-WAY
PROPERTY LINES	NEW PAVEMENT
RIVER/CREEK	GRASS MEDIAN
DELINEATED WETLAND	FILL / CUT LINES



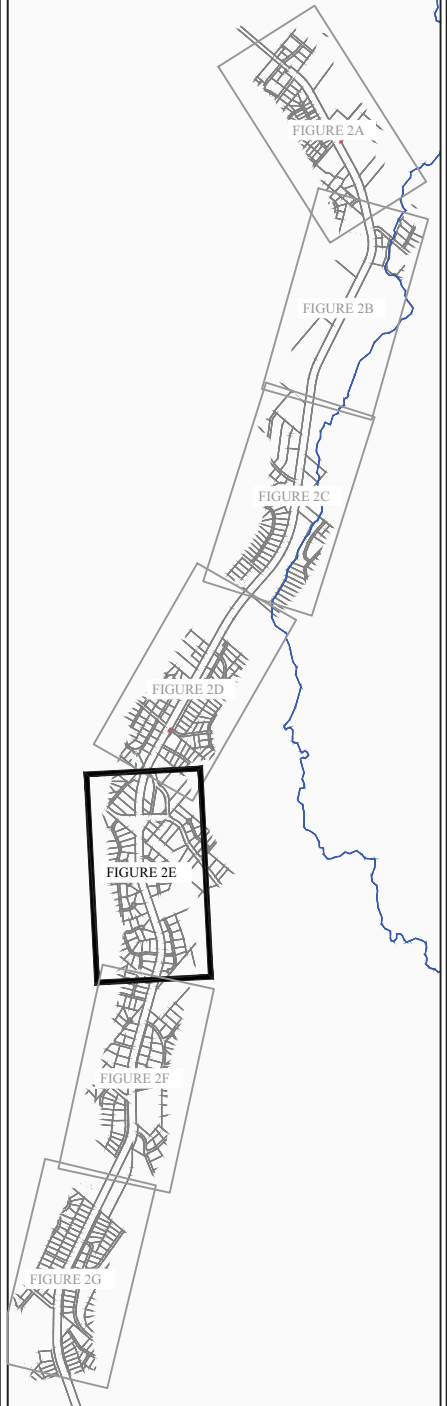
**KNIK-GOOSE BAY ROAD MP 0.3-6.8  
 CENTAUR AVENUE TO VINE ROAD**

**FIGURE 2D** Project Details  
 4-Lane / 6-Lane Combination





LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	RIGHT-OF-WAY
PROPERTY LINES	NEW PAVEMENT
RIVER/CREEK	GRASS MEDIAN
	FILL / CUT LINES

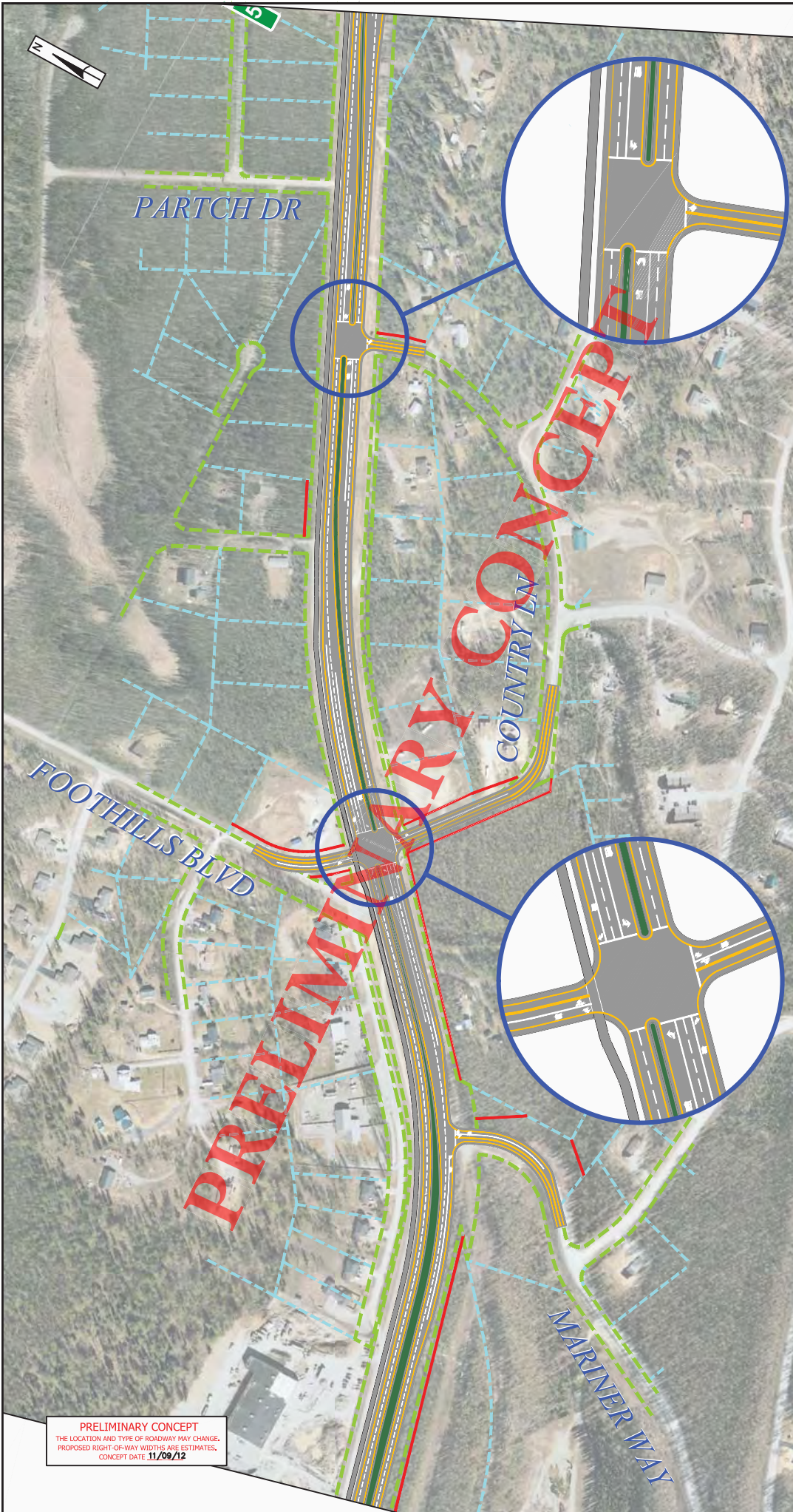


**KNIK-GOOSE BAY ROAD MP 0.3-6.8  
CENTAUR AVENUE TO VINE ROAD**

**FIGURE 2E** Project Details  
4-Lane / 6-Lane Combination

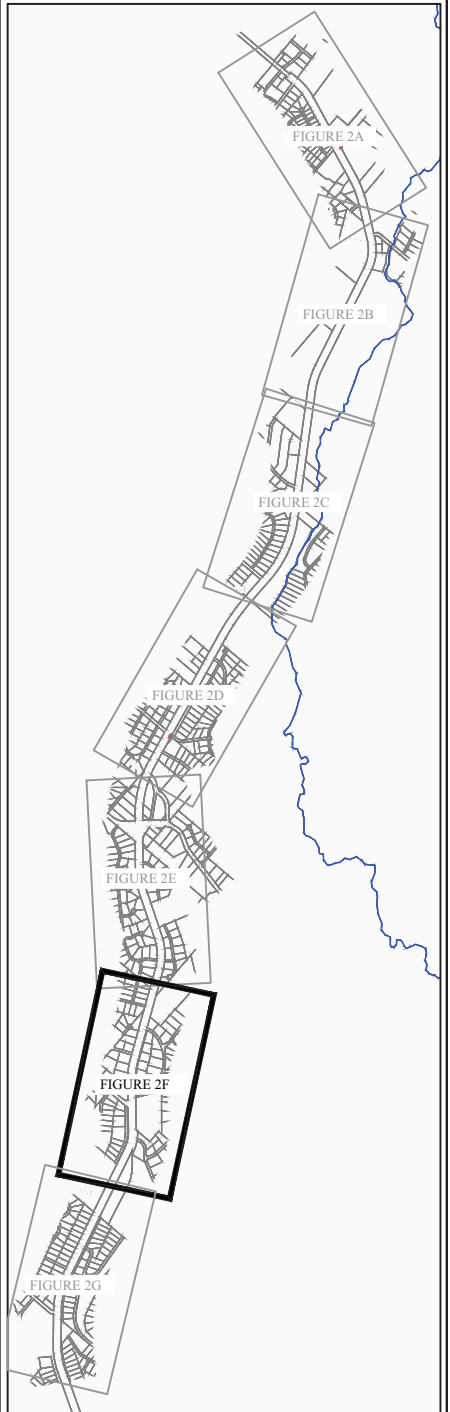
**PRELIMINARY CONCEPT**  
THE LOCATION AND TYPE OF ROADWAY MAY CHANGE.  
PROPOSED RIGHT-OF-WAY WIDTHS ARE ESTIMATES.  
CONCEPT DATE: 11/09/12





**LEGEND**

EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	RIGHT-OF-WAY
PROPERTY LINES	NEW PAVEMENT
RIVER/CREEK	GRASS MEDIAN
	FILL / CUT LINES

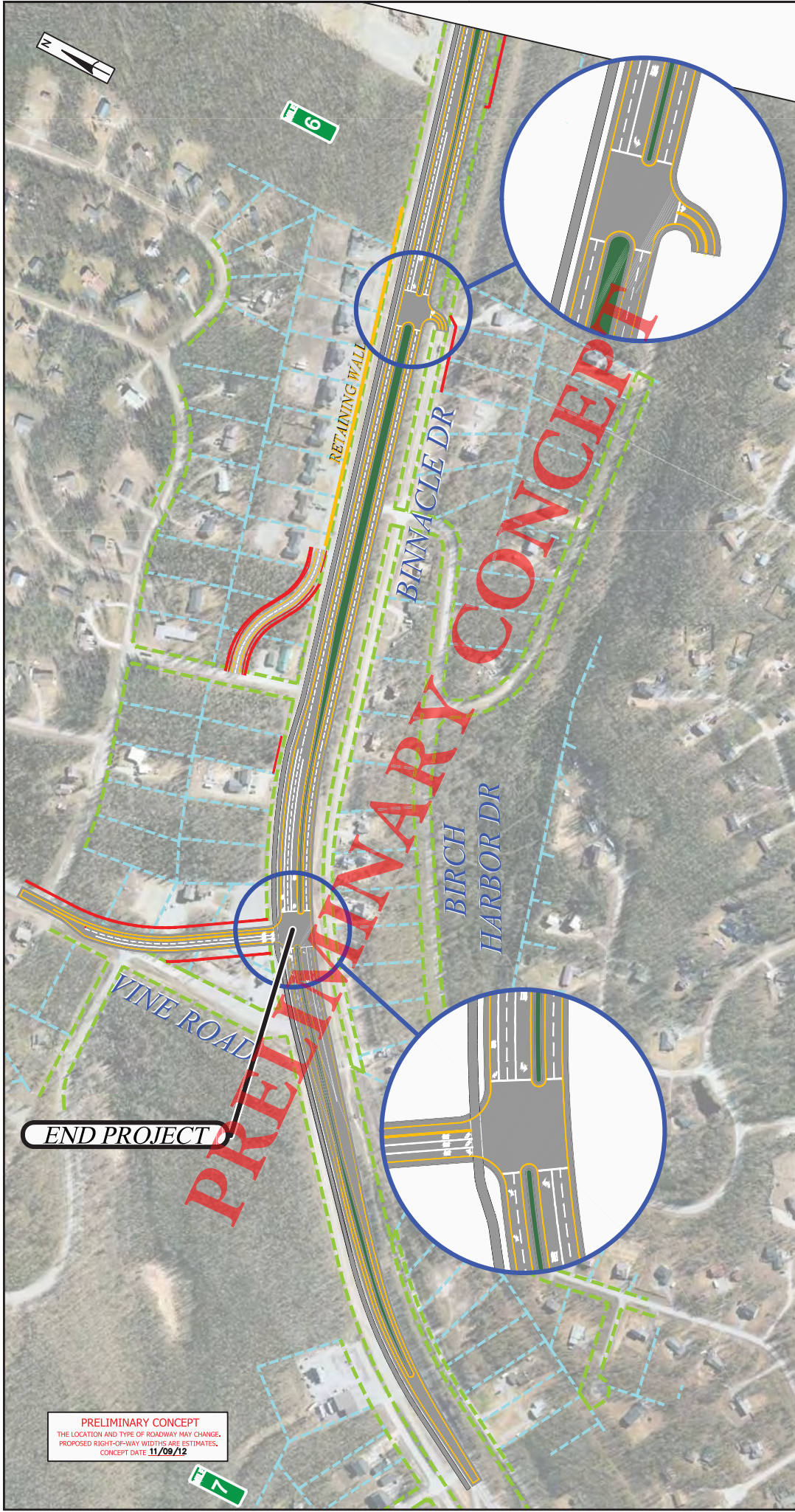


**KNIK-GOOSE BAY ROAD MP 0.3-6.8  
CENTAUR AVENUE TO VINE ROAD**

FIGURE 2F Project Details  
4-Lane / 6-Lane Combination

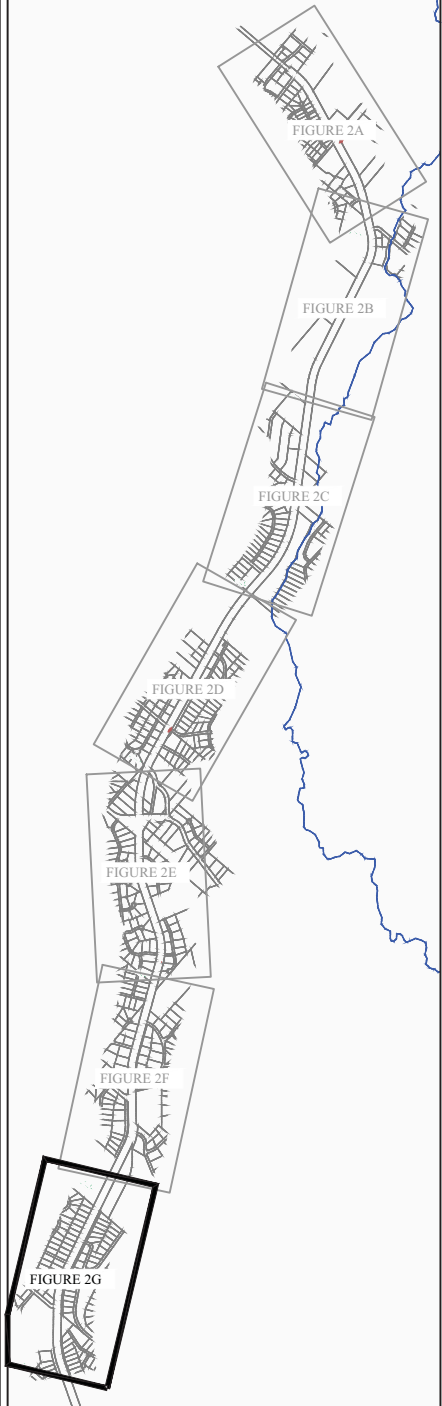
**PRELIMINARY CONCEPT**  
THE LOCATION AND TYPE OF ROADWAY MAY CHANGE.  
PROPOSED RIGHT-OF-WAY WIDTHS ARE ESTIMATES.  
CONCEPT DATE: 11/08/12





**LEGEND**

EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	RIGHT-OF-WAY
PROPERTY LINES	NEW PAVEMENT
RIVER/CREEK	GRASS MEDIAN
	FILL / CUT LINES



**KNIK-GOOSE BAY ROAD MP 0.3-6.8  
CENTAUR AVENUE TO VINE ROAD**

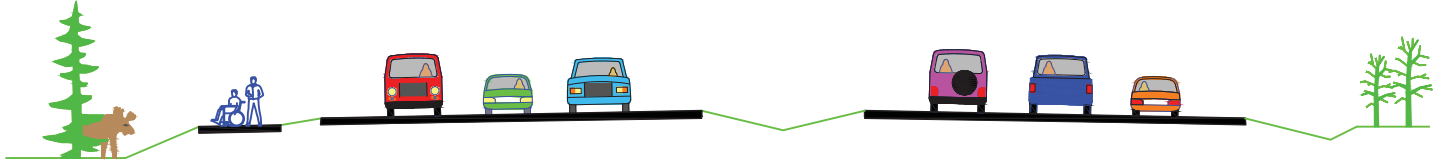
FIGURE 2G Project Details  
4-Lane / 6-Lane Combination

**END PROJECT**

**PRELIMINARY CONCEPT**  
THE LOCATION AND TYPE OF ROADWAY MAY CHANGE.  
PROPOSED RIGHT-OF-WAY WIDTHS ARE ESTIMATES.  
CONCEPT DATE: 11/09/12

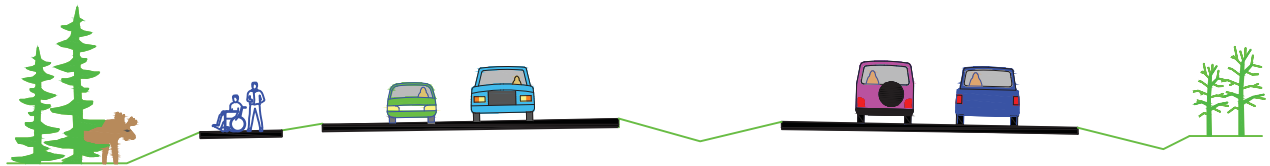
## DIVIDED 6-LANE TYPICAL SECTION

PALMER-WASILLA HIGHWAY EXTENSION TO MACK ROAD



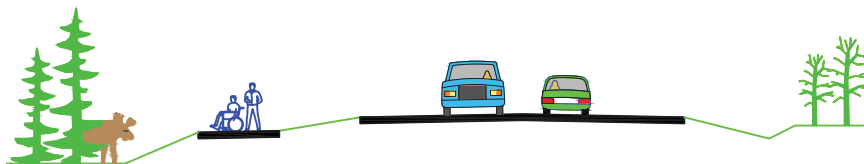
## DIVIDED 4-LANE TYPICAL SECTION

MACK ROAD TO VINE ROAD



## 2-LANE TYPICAL SECTION

TRANSITION SECTION FOR PROJECT TERMINIS







# MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department

Permit Center

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 745-9822 • Fax (907) 745-9876

Email: [PermitCenter@matsugov.us](mailto:PermitCenter@matsugov.us)

December 21, 2012

Gerry Welsh

Department of Transportation & Public Facilities

P.O. Box 196900

Anchorage, AK 99519-6900

Project: **Knik Goose Bay Road Reconstruction**

Project No: **52464**

Dear Mr. Welsh:

The Matanuska-Susitna Borough has reviewed the scoping materials regarding the proposed project to reconstruct Knik Goose Bay Road (KGB) from Centaur Avenue to Vine Road. The goal of this project is to improve mobility for people and freight and to enhance access, management along this segment of the road, thereby improving safety and reducing congestions for roadway users.

### Matanuska-Susitna Borough Comprehensive Plans

The portion of this project not located within the City of Wasilla, is located within the Knik-Fairview Comprehensive Plan planning area.

There is limited commercial and industrial activity occurring in the planning area. Residents want any future commercial development to occur along the developed transportation corridors, but they do not want to see commercial strip development.

The Knik Fairview Comprehensive Plan's transportation goals state:

- Provide a safe, efficient, and well-maintained transportation network that promotes safety for vehicular and pedestrian traffic, prevents congestion, and preserves the functions of roads.
- Promote more direct access connecting the planning area to important transportation corridors outside of the planning area.
- Protect the important historical and recreational trails within the planning area with adequate legal rights-of-way.

Goals and Objectives of the Mat-Su Borough Long-Range Transportation Plan include:

- Maintain an acceptable level of service on roads which generally corresponds to Level of Service D or better.
- Reduce the rate of transportation-related accidents and mortality.
- Minimize the number of access points on collector and arterial roads to maximize safety and road capacity.

- Develop access control program with ADOT&PF.

This proposed project is consistent with the goals and objectives of the Knik Fairview Comprehensive Plan and the Mat-Su Borough Long-Range Transportation Plan.

Matanuska-Susitna Borough Code

Cottonwood Creek is designated as a Zone A floodplain; however, the creek does not cross KGB Road within the project corridor. No other mapped floodplains are in the project area. Any development within a designated floodplain will require a Flood Hazard Development Permit, per the requirements of MSB 17.29 – Flood Damage Prevention.

New material sites will be required to obtain an earth materials extraction permit, per the requirements of MSB 17.28 – Interim Materials District and MSB 17.30 – Conditional Use Permit for Earth Materials Extraction Activities.

Other Concerns and/or Issues

Due to the high numbers of vehicles using KGB Road, it is currently over capacity and has above average crash rates and a higher proportion of high severity crashes compared to statewide rates for similar facilities. As a result of this very high crash problem, KGB Road was designated a Traffic Safety Corridor in June 2009. Capacity and safety are closely linked. This project should improve the safety and traffic congestion with realignments; adding new travel lanes and a median; widening shoulders; and adding signage and illumination.

Thank you for the opportunity to comment on this proposed project. Should you have any questions or require additional information please do not hesitate to contact me.

Sincerely,



Susan Lee  
Planner II





# CITY OF WASILLA

## Public Works Department

290 East Herning Avenue, Wasilla, Alaska 99654-7091

Telephone (907) 373-9010 Fax (907) 373-9011

---

December 27, 2012

Mr. Gerry Welsh, P.E.  
Alaska Department of Transportation and Public Facilities  
4111 Aviation Avenue  
Anchorage, Alaska 99519

RE: Kink Goose Bay Road Reconstruction; MP 0.3-6.8 Centaur Avenue to Vine Road

Thank you presenting this project to the City's Planning Commission on December 4, 2012 as part of the Department of Transportation's efforts to seek agency and community input on the proposed improvements. As you are aware, the City of Wasilla has serious concerns with a divided highway concept using a 55 mph design speed limit that will rely on U-turn movements and limit access to existing and future developments. The undeveloped areas along Kink-Goose Bay Road within the City limits will likely be future businesses that add to the City's tax base. Any improvements to Knik-Goose Bay Road need to consider this area as being a future commercial corridor using an urban design section with a 45 mph design speed limit.

The information you provided shows the project goal is to meet a design Level of Service C for traffic congestion over the 20 year design life. Level of Service C does not lend itself to the City's goals as stated above. Designing with a Level of Service D (approaching unstable flow) seems more appropriate to meet the needs of the City, as it will result in the Department of Transportation developing a less aggressive project to move traffic at the expense of access. You stated the design is based on a 2.7 percent growth rate of traffic over 20 years. Has this been modeled using the Borough's traffic modeling program? If not, the City is requesting this project be modeled to include transportation links planned for the next 20 years and the results be incorporated into the design effort.

Specifically, the City believes that there are a number of transportation projects that need to be considered as helping the traffic projections on Knik-Goose Bay Road as viewed in the 20 year design life. The City believes that these future transportation links will allow the Department of Transportation to consider a more modest design for Knik-Goose Bay Road. The first is the Mack Drive-Clapp Road extension project to be completed in the next 2-3 years. This project will provide a transportation link between Knik-Goose Bay Road and the Parks Highway west of downtown Wasilla. The City's traffic modeling for this project shows it will help reduce trips on both the Parks Highway and Knik-Goose Bay Road.

Another project is the Fern Street Extension to Edlund Road that is scheduled to be completed in the next 2-3 years. Once completed, how will this transportation link affect the Knik-Goose Bay Road project? The presented concept design also shows Fern Street as a 3-way intersection at Knik-Goose

Bay Road. This should be shown as a 4-way intersection as there is an existing right-of-way across from Fern Street in the form of a public use easement. This public use easement will connect to the City's planned Riley Avenue Extension. Riley Avenue Extension will be a minor arterial parallel to the Knik-Goose Bay Road project as shown on the Future Transportation Map in the City's 2011 Comprehensive Plan. Riley Avenue Extension should be part of any 20 year traffic modeling for planned Knik-Goose Bay Road improvements.

Traffic modeling should also include Phase I of the Parks Highway Alternative Corridor Project. Phase I of this project will provide a freeway link between Knik-Goose Bay Road and the Parks Highway east of downtown Wasilla. This transportation link will be the initial phase of a freeway around Wasilla. There is a good chance Phase I will be constructed by the end of the design life of the Knik-Goose Bay Road project. This would easily eliminate the need for a 6-lane roadway design on the Knik-Goose Bay Road project.

As we also discussed, Smith Ballfields is a significant traffic generator within the project area. Currently, its only access is a single driveway on a curve of Knik-Goose Bay Road just north of Endeavor Street. There are four baseball fields at this location with room to double in size. These fields often have games occurring at the same time during the summer with significant peak hourly traffic counts. There is undeveloped state property between the ballfields and Endeavor Street that could be used for a new access road to the ballfields. Right-of-way 60 feet wide could be dedicated as part of the Knik-Goose Bay Road project along the south boundary of the state property. This could be used to construct a new access road approximately 660 feet in length that would allow ballfield traffic to enter and exit Knik-Goose Bay Road from the Endeavor Street intersection.

The City requests that once the draft Environmental Assessment is prepared and a preferred alternative and design is selected, that it be presented to the City's Planning Commission for approval in accordance with AS 35.30.010. Thank you for considering these comments.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Archie Giddings', with a long horizontal stroke extending to the right.

Archie Giddings, P.E.  
Public Works Director





# CITY OF WASILLA

---

**MAYOR VERNE E. RUPRIGHT**

290 E. Herning Avenue  
Wasilla, AK 99654-7091

Phone: (907) 373-9055

Fax: (907) 373-9096

December 27, 2012

Mr. Gerry Welsh, PE  
Alaska Department of Transportation and Public Facilities  
4111 Aviation Avenue  
Anchorage, Alaska 99519

RE: Kink Goose Bay Road Reconstruction; MP 0.3-6.8 Centaur Avenue to Vine Road

Dear Mr. Welsh:

The Administration believes the "Purpose and Need" for this project has been narrowly developed with the primary goal moving the greatest amount of traffic in the least amount of time. The Department of Transportation is proposing a 4-lane divided highway alternative at the beginning of the environmental review process, as stated in the Statewide Transportation Improvement Plan. This gives the appearance that the Department of Transportation is simply going through the motions when they are seeking agency and community input for the project when it has already published the preferred alternative.

A divided highway within the City's boundary will adversely affect the economic growth of the community by reducing business access along a future commercial corridor. The City of Wasilla is the economic hub of the Mat-Su Borough and the City is operated on a 2 percent sales tax with no property tax. The Department of Transportation's mission to move traffic at the highest rate possible through the middle of Wasilla is not in the best interest of the City. The Administration believes a balance can be achieved between moving high volumes of traffic and providing access to adjacent properties and businesses.

The primary flaw in the State's approach is the design speed of 55 mph. There should not be 55 mph design speeds within the City limits of Wasilla. Major arterials such as Kink-Goose Bay Road need to be designed with a 45 mph speed limit similar to the Parks Highway through Wasilla which the Department of Transportation agrees functions well, as stated in the purpose and need section of the 2010 Revised Environmental Assessment for the Parks Highway Improvement Project mile 44-52; "The five-lane section in Wasilla currently operates well and the DOT&PF anticipates it will operate well for the next 10 years with minor improvements."

Slowing down speeds through an urban area will also improve safety. The design designation for this project needs to be an urban section with lower speeds from Clapp Road (future Fairview Loop intersection) into the downtown area where it will transition to the Main Street Couplet project. A 55 mph divided highway with U-turn movements is inherently unsafe. Every effort should be made to eliminate the need for U-turn movements on this project. In addition, U-turn movements for school buses and emergency vehicles are not acceptable. The Department of Transportation needs to



directly reach out to the Mat-Su Borough School District and Mat-Su Borough Emergency Services Department to consider how their vehicles will function with any planned improvement.

The Department of Transportation needs to change its design level of service from C to D for this project where it enters the City limits. Overdesigning the road to a level of service C without considering how the entire traffic network will function in the future will harm the interests of the City from both a financial point of view and livability standpoint. The Clapp-Mack Road Extension project for instance, is expected to be completed in the next 2 years and it will significantly improve the traffic network along Knik-Goose Bay Road.

In addition, the Parks Highway Alternate Corridor project will have even a greater impact on Knik-Goose Bay Road future traffic counts. Phase 1 of the Parks Highway Alternate Corridor project will likely be completed by the end of the 20 year design horizon for Knik-Goose Bay Road. Phase 1 will provide a limited access highway from Knik-Goose Bay Road to the Parks Highway east of Wasilla. This will certainly eliminate the need for 6 lanes of traffic entering and leaving Wasilla on Knik-Goose Bay Road.

As stated above, the Administration believes the "Purpose and Need" for this project has been narrowly developed. The purpose and need does not recognize the City's 2011 Comprehensive Plan where the streets and highway network is intended to support economic development and growth. The City understands there is a need to provide "access management" as defined in the purpose and need, however, it appears that the Department of Transportation is using this as a hammer to drive traffic through Wasilla. As you are aware, AASHTO in the "Green Book" outlines basic principles of access management, and it refers to a reasonableness factor when limiting access along a higher class of roadway. Using a slower design speed, a level of service D, and factoring in other traffic improvements over the 20 year design period will provide reasonable access to adjacent properties along Knik-Goose Bay Road without U-turn movements and it will encourage economic development and growth.

The Administration understands that the Department is seeking agency and public comment at this time in preparation for the draft Environmental Assessment (EA) for this project, and that an alternatives analysis will subsequently be performed to determine a "preferred" alternative as defined by the Department of Transportation to meet the purpose and need of the project. The Administration requests that once the draft EA is prepared and a preferred alternative and design is selected, that it be presented to the City's Planning Commission for approval in accordance with AS 35.30.010.

Sincerely,

A handwritten signature in blue ink, appearing to read "Verne E. Rupright". The signature is fluid and cursive, with a large initial "V" and "R".

Mayor Verne E. Rupright  
City of Wasilla

cc: Governor Sean Parnell  
Randy Ruaro, Deputy Chief of Staff  
DOT Commissioner Pat Kemp





THE STATE  
of **ALASKA**  
GOVERNOR SEAN PARNELL

Department of Transportation  
and Public Facilities

DESIGN & ENGINEERING SERVICES  
Preliminary Design and Environmental

PO Box 196900  
Anchorage, Alaska 99519-6900  
Phone: 907.269.0550  
Toll Free: 800.770.5263  
TDD: 907.269.0473  
TTY: 800.770.8973  
Fax: 907.243.6927

January 28, 2013

Mayor Verne E. Rupright  
290 E. Heming Avenue  
Wasilla, AK 99654-7091

Dear Mayor Rupright :

Thank you for your response to the scoping letter for the Knik-Goose Bay (KGB) Road Reconstruction project. From initial STIP nominations, through preliminary and final design, to construction completion, DOT&PF relies upon public and agency and community input. In planning and programming the KGB project, and now during its preliminary design and environmental phase, we reviewed the Borough's Long Range Transportation and Comprehensive Plans, the Knik-Fairview Comprehensive Plan and Wasilla's Comprehensive and Official Streets and Highways Plans (OSHP) to promote consistency. Each point of concern you cite is important, but DOT&PF believes this project is consistent with the City's adopted plans.

KGB is functionally classified as a Principal Arterial, a class of road DOT&PF identifies as providing mobility, so traffic can move from one place to another quickly and safely. This is consistent with the Wasilla Comp Plan, which says "the main function of a major arterial street is to meet the demand for movement of large volumes of vehicles between neighboring communities, large residential areas, major employment centers and other major activity centers at intermediate to high speeds. Movement of thru-traffic is the primary purpose. Examples: Palmer- Wasilla Highway and the Knik-Goose Bay Road."

The 20-year design life of this project requires that traffic be forecast out to the project design-year, 2039. Unfortunately, the only approved model for the area was developed in 2006 as part of the Borough's LRTP; it projects traffic only to 2025. An analysis by the Alaska Department of Labor and Workforce Development, referenced in Wasilla's Comp Plan, projects 3.1% annual growth through 2034 in the Borough. The Comp Plan refers to Wasilla's 43% population increase between 2000 and 2010. It speculates that Borough population could increase to well over 100,000 residents by 2021. A new area network traffic model is currently under development but is not yet available. As new data become available from it, or other sources, the basis for analysis will be appropriately adjusted. To ignore available growth data, however, would be to risk under- or overestimating future traffic. And to assume completion of unfunded, unscheduled projects like the extension of Riley Avenue and the Parks Highway Alternative

Corridor and to speculate upon their possible effects on KGB traffic would be to further risk project not achieving its goals. The two-decade, 2.7% historical annual growth rate is a prudent and realistic one on which to base analysis. This is particularly so in light of that growth's having occurred with KGB's restrictive two-lane configuration.

The Wasilla Comp Plan cites the City's OSHP as the source for "specific and up to date information on capital improvements, design standards and project criteria." The OSHP clearly states its purpose "as a planning guide for the Planning Commission, City Council, and other agencies to use as the basis for decisions on street development and improvement in Wasilla." The OSHP appears to be consistent with the widely accepted transportation engineering principals and literature on which DOT&PF policy is based, including AASHTO design recommendations.

The City's Comp Plan describes a clear objective of creating "regulations that protect and improve traffic flows on highways and arterials" by promoting "access management along collector and arterial roadways." It addresses the key issue of protecting "the through-traffic capacity on major roads by carefully controlling access patterns." This forward-looking Plan clearly indicates its understanding of the relationship between development and transportation and roadway hierarchy.

DOT&PF evaluated KGB improvement alternatives to determine their effectiveness at providing sufficient capacity for future traffic and thereby solving capacity-related safety problems – the need and purpose of this project. Ineffective alternatives were eliminated from consideration. A four-lane roadway with a continuous center left-turn lane, or five-lane, would not provide necessary capacity and would do nothing to further the State's, Borough's or City's access management goals. Medians can have a profound effect on driver safety. Replacing two-way left-turn lanes with medians has been shown to reduce crash rates by as much as 37% and injury rates by 48%. DOT&PF estimates a divided four-lane between Palmer-Wasilla Highway and Fairview Loop would, over the life of this project, prevent 680 total crashes and twenty fatalities or major injuries that a five-lane section would not. The proposed divided *six-lane* concept would prevent even more crashes. The current concept achieves DOT, Borough, and City goals. It takes direct action to alleviate current and future safety and capacity problems. It is consistent with the specific provisions of, and the spirit of, the City's Comp Plan and OSHP. The median, the design speed, the volume capacity threshold, and the level-of-service goal are *all explicitly indicated in the OSHP as being characteristic of a Principal Arterial*. The current concept does not eliminate access to adjacent residential or commercial properties, but instead manages that access. This also is consistent with the OSHP, and access management along arterials to preserve function is clearly and repeatedly promoted in the City's Comp Plan.

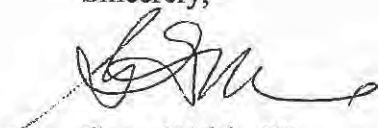
The Wasilla Main Street project scope is responsive to Wasilla's Comp Plan. Likewise, the KGB Road Reconstruction project strives to be responsive and consistent with the Comp Plan subject to DOT&PF process. These two major projects are both integral to the City's, Borough's, and State's common, stated long-term transportation goals.

As you know, KGB Road between the Palmer-Wasilla Highway Extension and Point Mackenzie Road was designated in 2009 a Traffic Safety Corridor due to the high rates of fatal and major-injury crashes. In the past ten years, two-thirds of all crashes on KGB Road have occurred within the limits of this project, including eight fatal crashes. The challenges to KGB stem from

its being the only north-south route of any classification connecting Anchorage, Palmer, and Wasilla “recognized as one of America’s fastest growing communities,” to the hundreds of square miles of undeveloped lands southwest of Wasilla and at Point Mackenzie. This distinction makes it vitally important that KGB, now a part of the National Highway System, be established as a high-functioning arterial.

The DOT&PF looks forward to continuing our work together with City staff, the Planning Commission, and you and the Council to effectively address the safety and capacity challenges facing KGB Road users. This route cannot, of course, be all things to all users, but recognizing our shared interests and common goals can allow KGB Road to become the important route to opportunity so needed in this area.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gerry Welsh', with a stylized flourish at the end.

Gerry Welsh, PE  
Project Manager



# REPRESENTATIVE JIM COLVER

Alaska State Legislature House District 9

SESSION:

Alaska State Capitol  
Juneau, AK 99801  
Phone: (907) 465-4859  
Fax: (907) 465-3799  
Toll Free: 888-465-4859



INTERIM:

600 E. Railroad Avenue  
Wasilla, AK 99654  
Phone: (907) 373-6287  
Fax: (907) 373-6288

**RECEIVED**

4/13/15 RD

April 8, 2015

Rob Campbell, Central Region Director  
Department of Transportation  
PO Box 196900  
MS-2525  
Anchorage, AK 99519-6900

Re: Knik-Goose Bay Road Reconstruction

Dear Rob:

Thank you for DOT's Knik-Goose Bay Road Reconstruction update. Knik-Goose Bay is one of the three most dangerous roads in Alaska and public safety is always foremost in our minds. With that being said, in close review of the proposed plans, I do not support an undivided typical section with a middle turn lane. In the interest of public safety, I would support the plan for a 4 lane rural section outside Wasilla city limits.

If I can be of any assistance, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Colver".

Representative Jim Colver

By: Planning  
Public Hearing: 04/14/15  
Adopted: 04/14/15

**WASILLA PLANNING COMMISSION  
RESOLUTION SERIAL NO. 15-05**

**A RESOLUTION OF THE WASILLA PLANNING COMMISSION SUPPORTING A 45 MILE PER HOUR URBAN DESIGN SECTION WITHIN THE CITY OF WASILLA FOR THE KNIK-GOOSE BAY ROAD RECONSTRUCTION PROJECT.**

WHEREAS, the Alaska Department of Transportation is currently planning for the reconstruction of Knik-Goose Bay Road to a divided four-lane arterial road; and

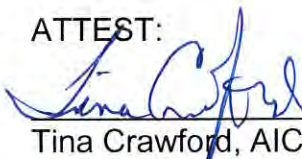
WHEREAS, the Alaska Department of Transportation is proposing a 45 mile per hour urban design section within the city limits to address the City's concerns with finding a balance between traffic mobility and access for residents and businesses along the road; and

WHEREAS, the Wasilla Planning Commission finds that the proposed 45 mile per hour urban design concept is consistent with the City's Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Wasilla Planning Commission hereby supports the proposed 45 mile per hour urban design section within the city limits for the divided four-lane reconstruction of Knik-Goose Bay Road as depicted by the Alaska Department of Transportation in their January 28, 2015 preferred alternative drawings and attached to this resolution as Exhibit A.

APPROVED by the Wasilla Planning Commission on April 14, 2015.

ATTEST:

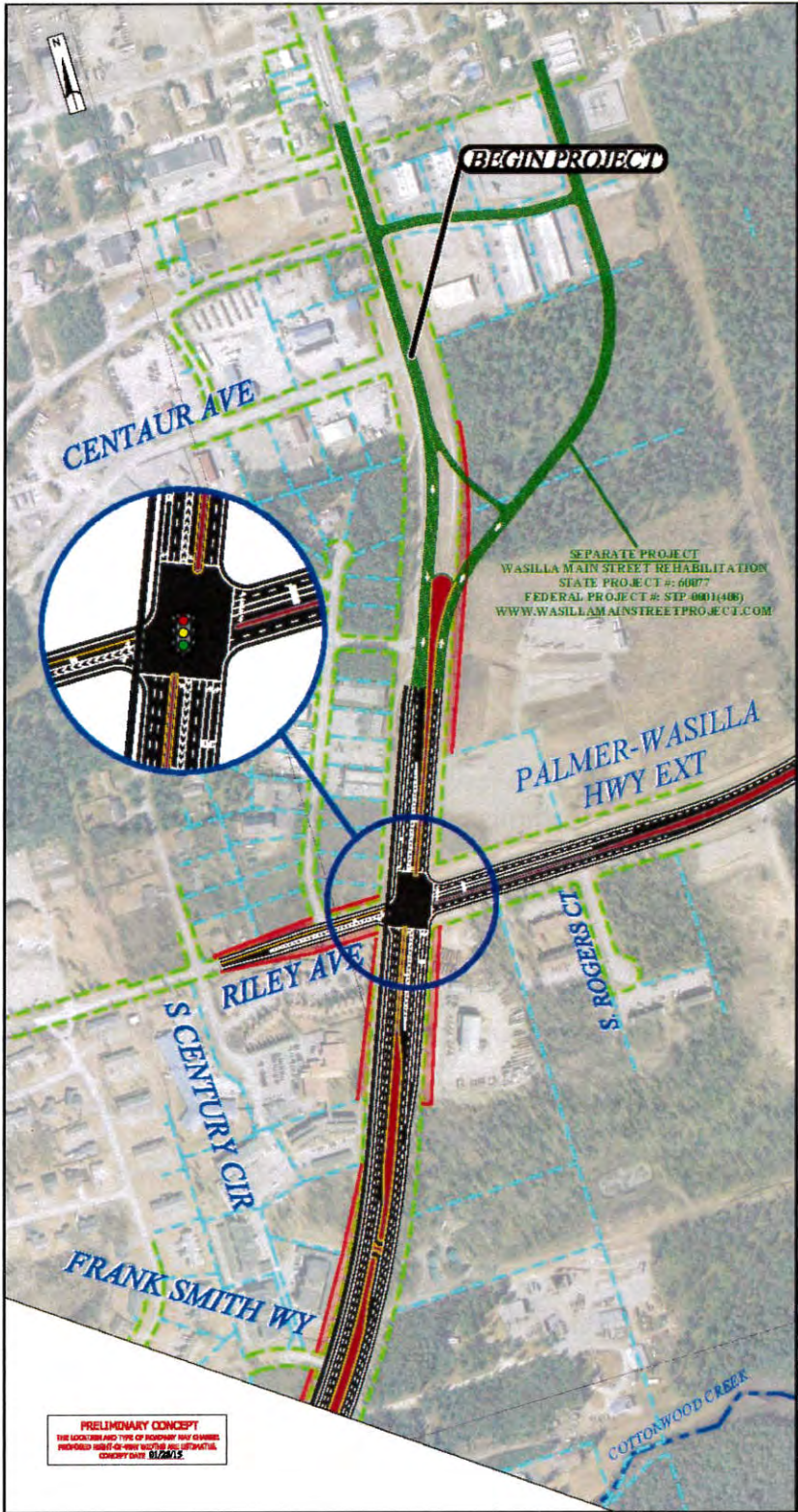
 4/16/15  
Tina Crawford, AICP, City Planner

APPROVED:

 4-17-15  
Glenda Ledford, Chairman

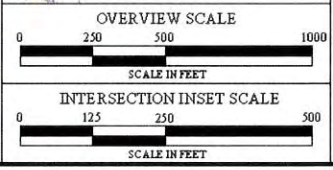
VOTE: Passed Unanimously





**PRELIMINARY CONCEPT**  
 THE LOCATION AND TYPE OF ROADWAY MAY CHANGE.  
 PROPOSED BASED ON 2011 AERIAL PHOTOGRAPHY.  
 CONCEPT DATE: 8/22/15

LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	RIGHT-OF-WAY
PROPERTY LINES	NEW PAVEMENT
RIVER/CREEK	GRASS MEDIAN
	URBAN MEDIAN

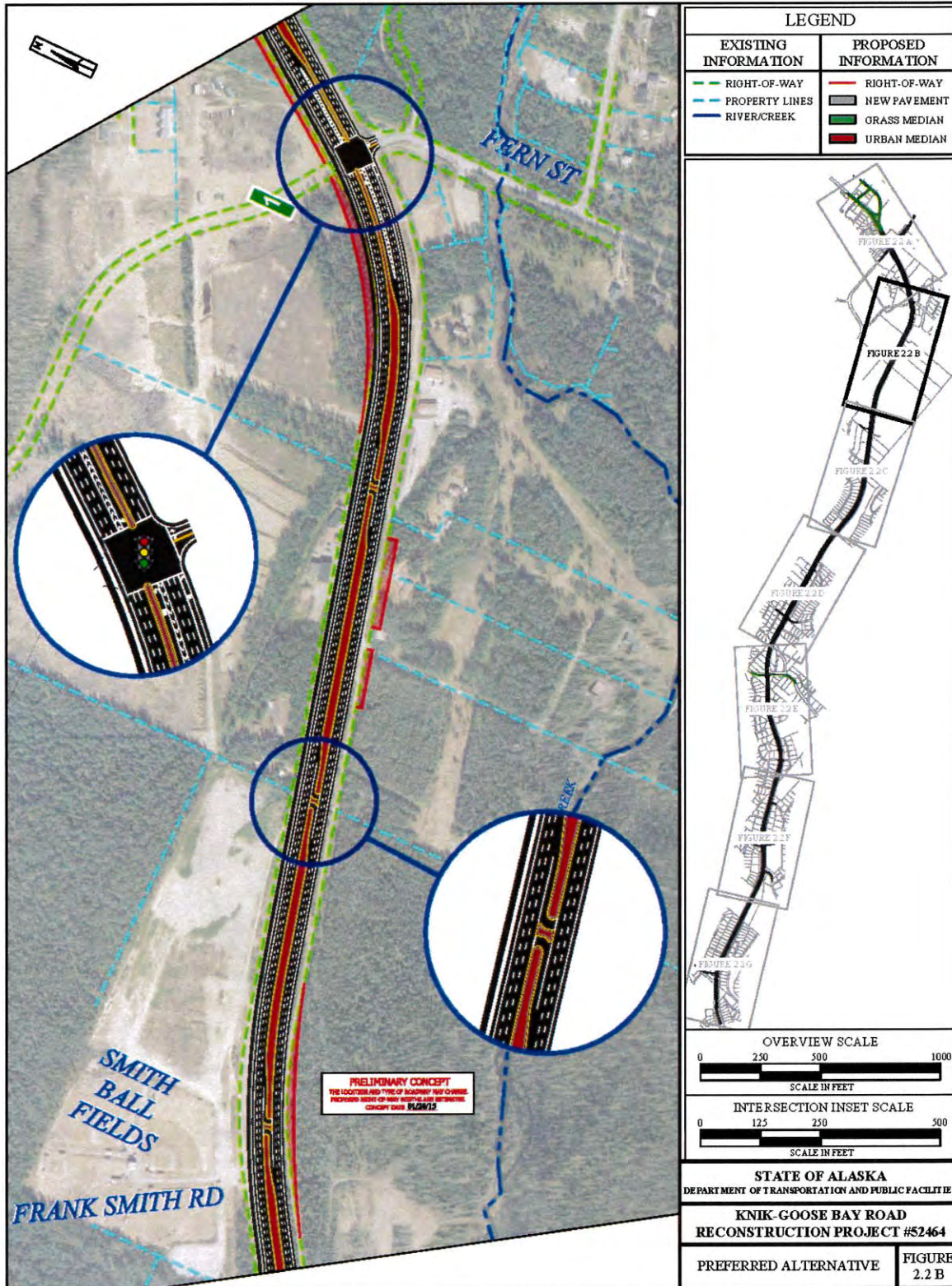


**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

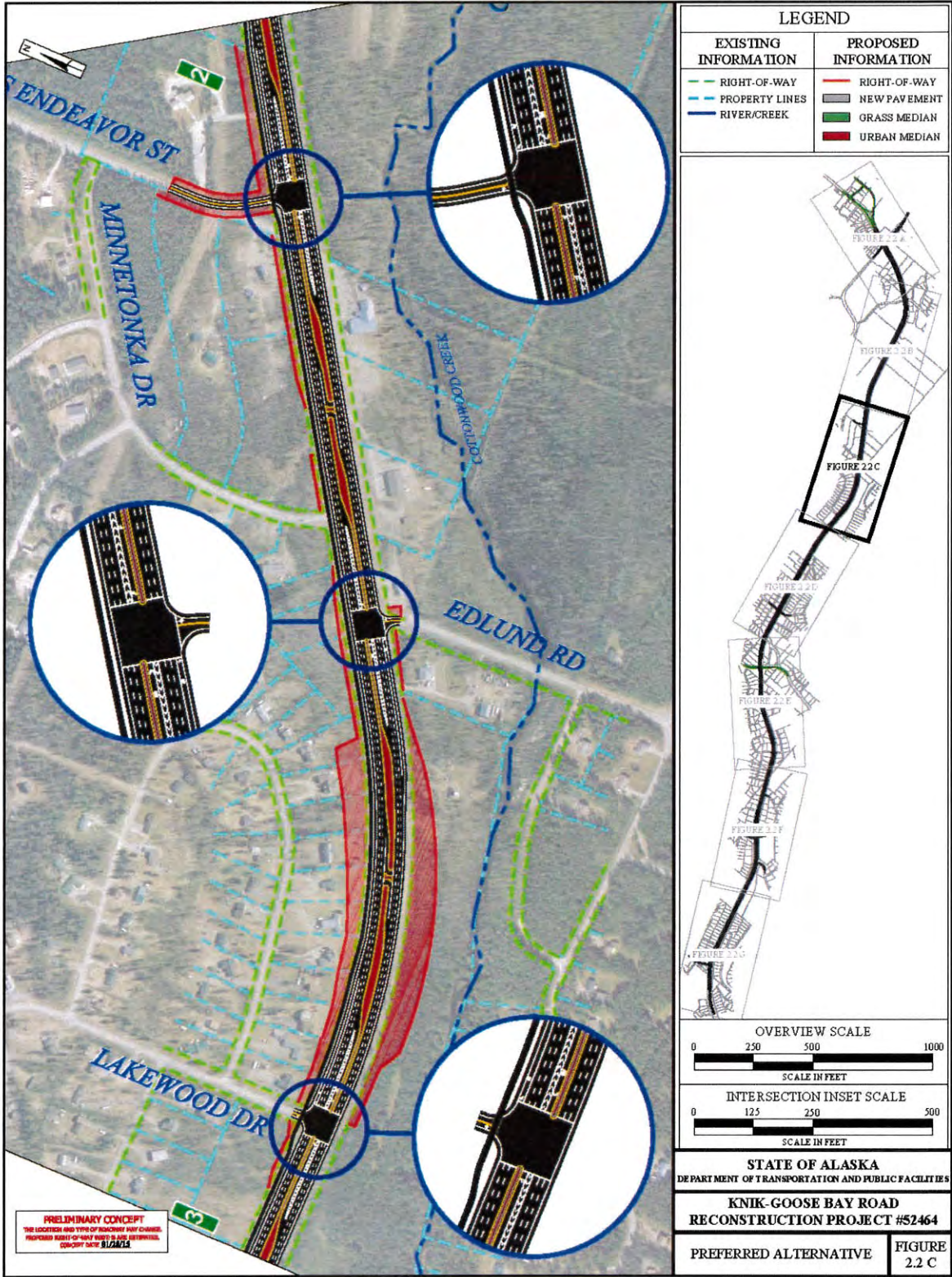
**KNIK-GOOSE BAY ROAD  
 RECONSTRUCTION PROJECT #52464**

PREFERRED ALTERNATIVE	FIGURE 2.2 A
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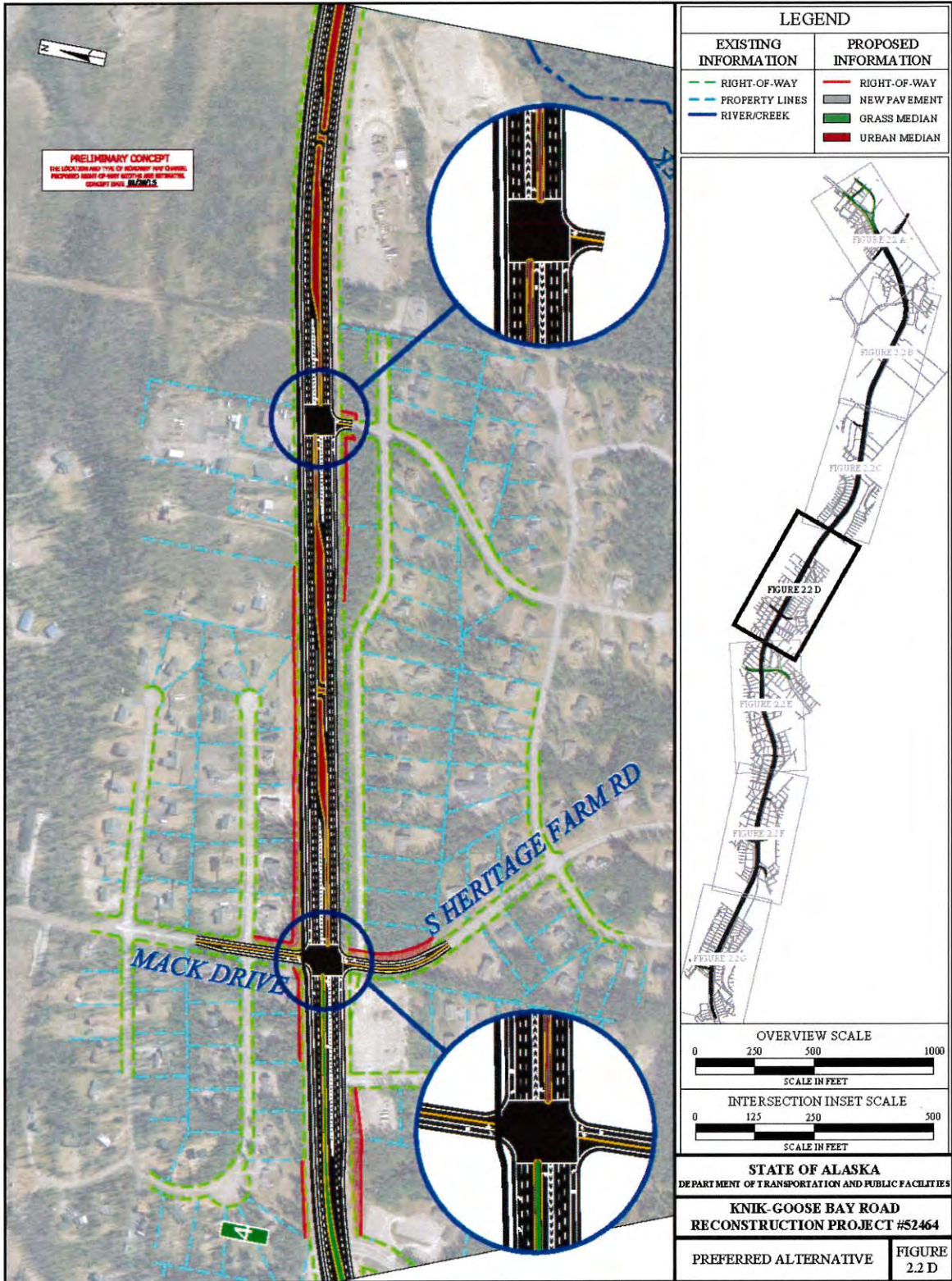




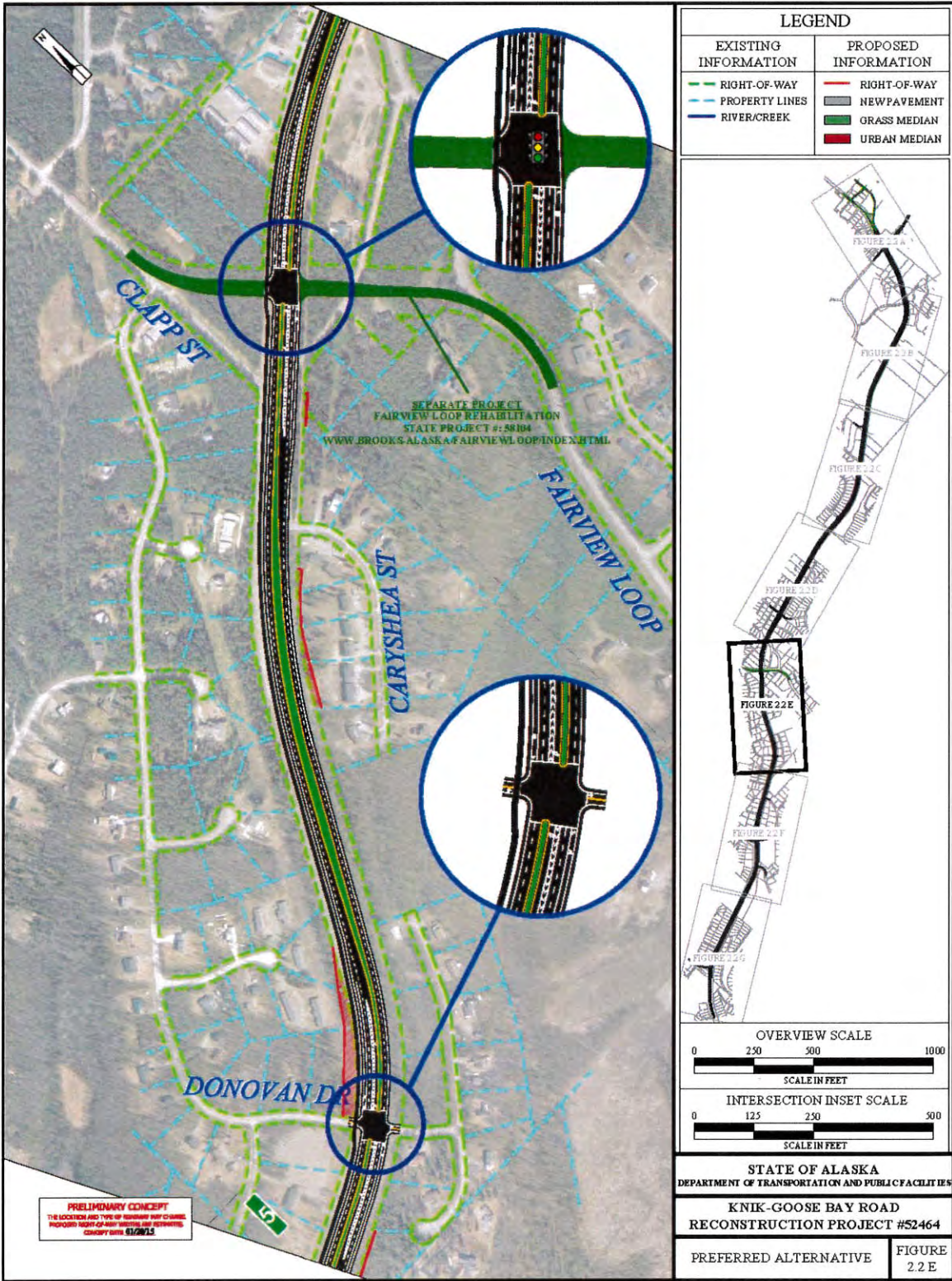




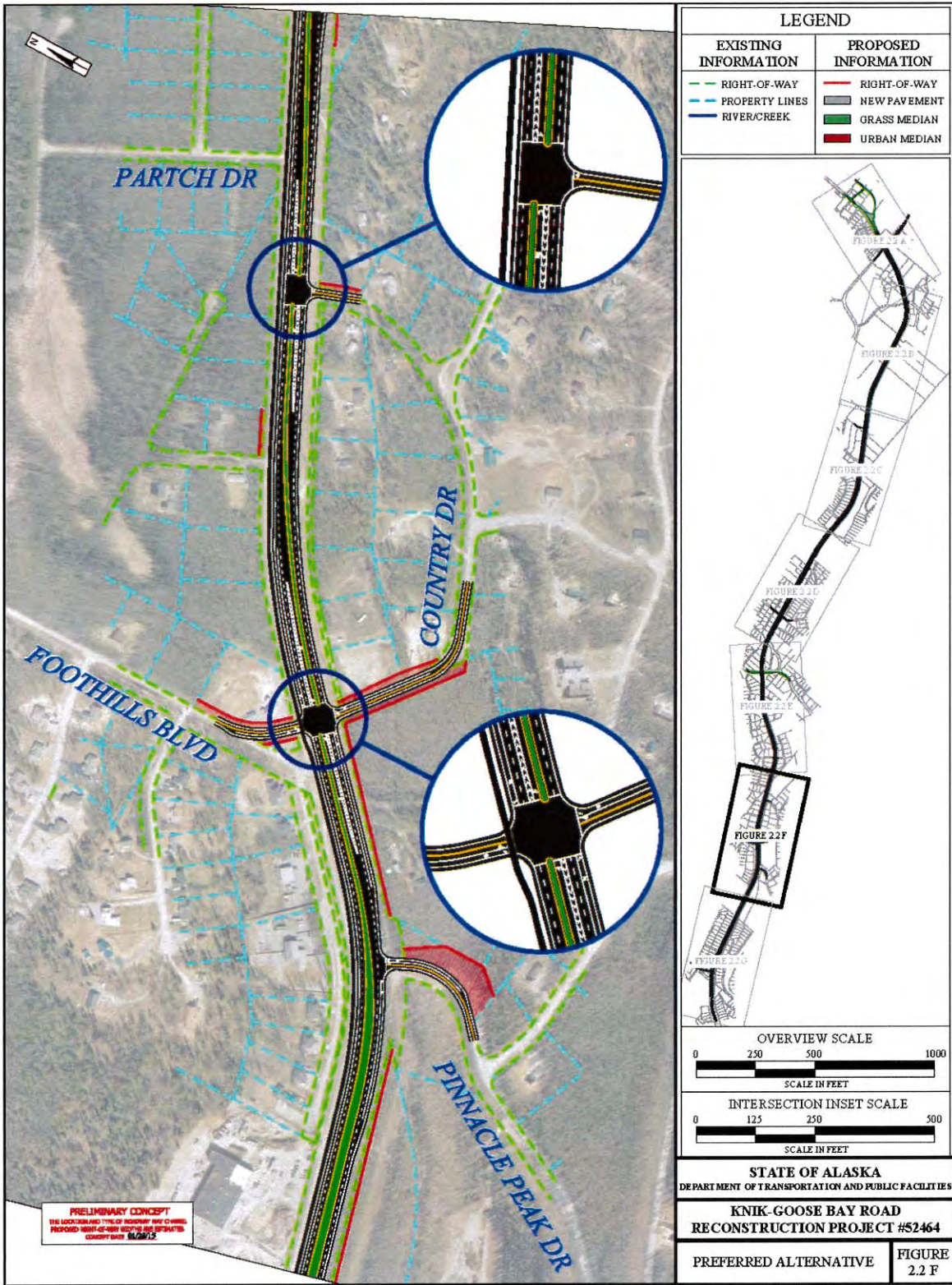




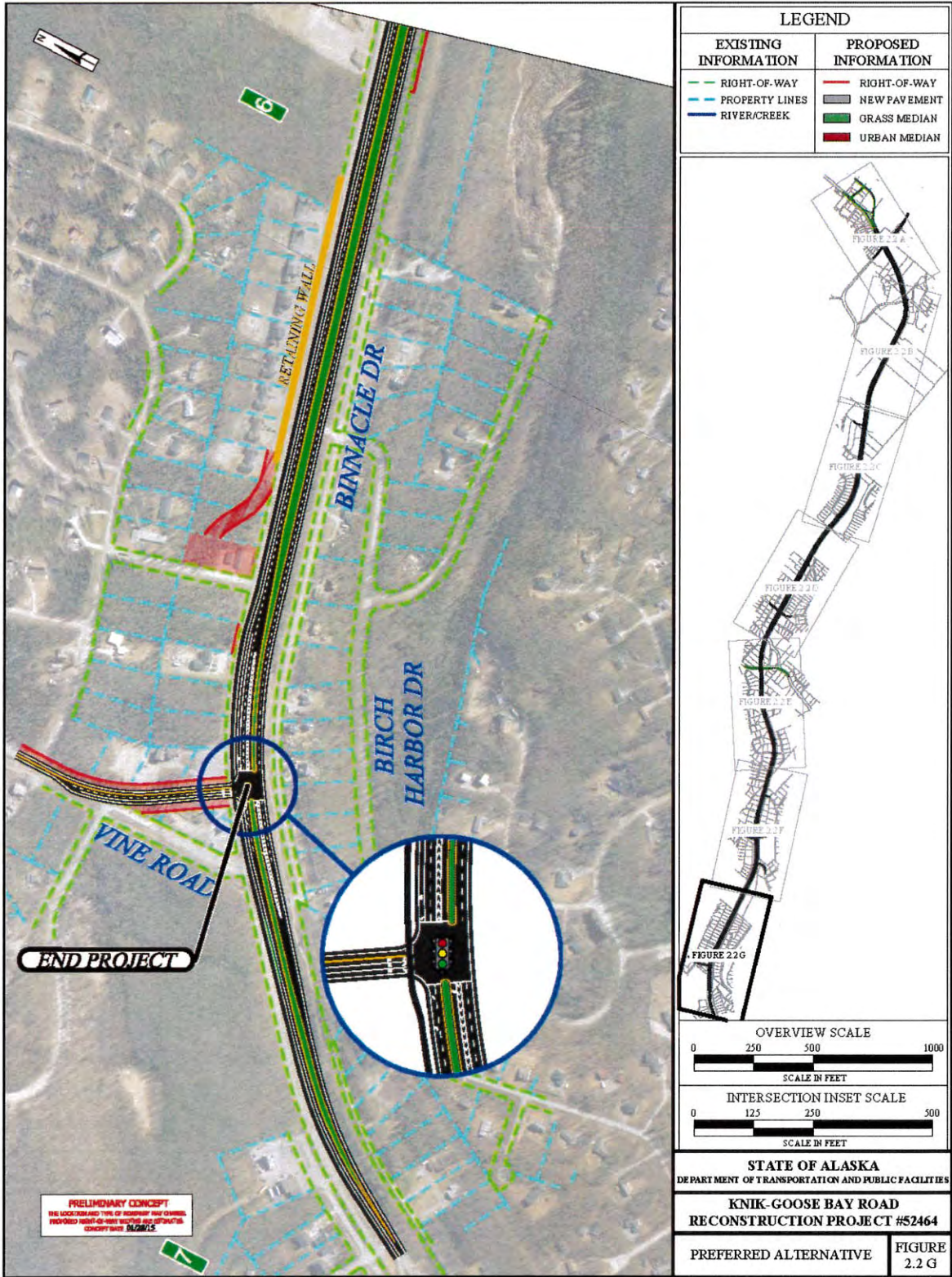
















THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

**Department of Fish and Game**

DIVISION OF WILDLIFE CONSERVATION  
Central/Southwest

1800 Glenn Highway, Suite 4  
Palmer, Alaska 99645-6736  
Main: 907.861.2100  
Fax: 907.861.2121

December 31, 2014

Gerry Welsh  
Project Manager  
Alaska Department of Transportation & Public Facilities  
PO Box 196900  
Anchorage, AK 99519-6900

Dear Mr. Dietrick:

ADFG Division of Wildlife Conservation Region IV is concerned about the potential for an increase in the number of moose-vehicle collisions along Knik Goose Bay Road if mitigation measures are not incorporated into the project design. More specifically, we are concerned about the segment of road between Centaur Avenue and Vine Road. As identified by AKDOT, Knik Goose Bay Road has been ranked among the highest in the state for moose-vehicle collisions.

It is our understanding that the new road corridor design includes a four-lane, divided highway with limited street lighting. While the new design has many advantages for improving traffic flow and reducing the likelihood of head-on collisions, we are concerned that the design could result in an increase in moose-vehicle collisions if additional mitigation measures are not taken to address design features that can contribute to those as well.

The likelihood of a moose-vehicle collision occurring may increase if the project design reduces the size of roadside clearings. The redesigned roadway will be significantly larger thereby reducing the amount of adjacent land available for clearing. Roadside clearing allows drivers to see and respond to moose along the sides of roadways and reduces the likelihood of a collision.

To mitigate the potential for increasing moose-vehicle collisions, we recommend continuous street lighting in the project area. Street lighting improves the ability of drivers to detect moose on or along roadways and increases the amount of time a driver has to respond to the potential hazard, reducing the potential for a collision. We further recommend that available roadside right of ways be cleared to the maximum extent possible ( $\geq 50$ ft. is most desirable).

The Division of Wildlife Conservation recommends that these mitigation measures be included in the design to reduce collisions and keep Alaska's drivers safe in areas of high wildlife densities.

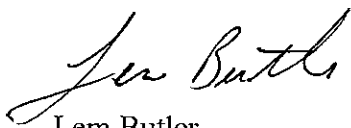
Thank you for your consideration of these comments.

Gerry Welsh

- 2 -

December 31, 2014

Sincerely,

A handwritten signature in cursive script that reads "Lem Butler". The signature is written in black ink and is positioned above the printed name.

Lem Butler  
Regional Supervisor  
Division of Wildlife Conservation, Region IV



THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

## Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES  
Preliminary Design and Environmental

PO Box 196900  
Anchorage, AK 99519-6900  
Phone Number: 907 269 0550  
Toll Free: 800 770 5263  
TDD: 907 269 0473  
TTY: 800 770 8973  
Fax Number: 907 243 6927  
Web Site: dot.state.ak.us

January 13, 2015

Lem Butler  
Regional Supervisor  
Division of Wildlife Conservation, Region IV  
Department of Fish and Game  
1800 Glenn Highway, Suite 4  
Palmer, AK 99645-6736

Dear Mr. Butler:

This letter is in response to your December 31, 2014 letter regarding moose-vehicle collisions and related roadway illumination for the Knik-Goose Bay (KGB) Road. The KGB Road Reconstruction project (No. 52464) is currently in its environmental phase, and DOT&PF appreciates your input.

This project, as you know, proposes major improvements to KGB Road between Centaur Avenue and Vine Road. A state funded project (No. 51717) extending like improvements on KGB Road to Settlers Bay is also being developed. This important arterial route is a designated safety corridor, and it is the primary objective of both these projects to address, in balance, safety and mobility concerns. Illumination for animal crashes is one component considered.

Todd Rinaldi, from your office, communicated with the project team, relating ADFG's desire for illumination of these projects. We informed him that lighting was not indicated by initial studies, but we were updating the studies with new data. Attached you will find the current cost effective analyses for both projects.

Please review both memos, their findings and recommendations, and feel free to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerry Welsh".

Gerry Welsh, PE  
Project Manager  
Central Region, PD&E



Attachments:

Knik-Goose Bay Road MP 0.3 – 6.8 Cost Effective Highway Investments versus Public Injury from Wildlife Crashes

Knik-Goose Bay Road MP 6.8 – 8.6 Cost Effective Highway Investments versus Public Injury from Wildlife Crashes

cc: Kenneth Morton, PE; Steve Ryan, PE; Scott Thomas, PE; Project file

## Roadifer, Carol J (DOT)

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**From:** Michelle Olsen <Michelle.Olsen@matsugov.us> on behalf of Permit Center <PermitCenter@matsugov.us>  
**Sent:** Monday, March 24, 2014 10:37 AM  
**To:** Roadifer, Carol J (DOT)  
**Subject:** RE: KGB Road Reconstruction Centaur to Vine  
**Attachments:** KGB Flood Map.pdf

Hi Carol,

I've attached a map showing the flood zone is outside of the KGB ROW.

If you need anything additional please don't hesitate to contact us at 861-7822.

Thanks,

Michelle Olsen, CFM  
Deputy Floodplain Administrator  
Matanuska-Susitna Borough  
Permit Center  
350 E Dahlia Ave  
Palmer, AK 99645  
(907) 861-7871

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**From:** Roadifer, Carol J (DOT) [mailto:carol.roadifer@alaska.gov]  
**Sent:** Thursday, March 20, 2014 9:29 AM  
**To:** Permit Center  
**Subject:** FW: KGB Road Reconstruction Centaur to Vine

Michelle,  
I am following up on our conversation in February regarding a proposed DOT&PF project on KGB Road. Is it possible to get any documentation indicating a flood plain permit would not be required.  
Thank you  
Carol

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**From:** Roadifer, Carol J (DOT)  
**Sent:** Wednesday, February 26, 2014 3:30 PM  
**To:** 'permitcenter@matsugov.us'  
**Cc:** Dietrick, Matthew V (DOT)  
**Subject:** KGB Road Reconstruction Centaur to Vine

Michelle,

This email is to confirm our telephone conversation this afternoon regarding the ADOT&PF project along Knik-Goose Bay Road (Centaur Avenue to Vine Road) indicating no flood plain permit is required for this project.

Thank you for your assistance.

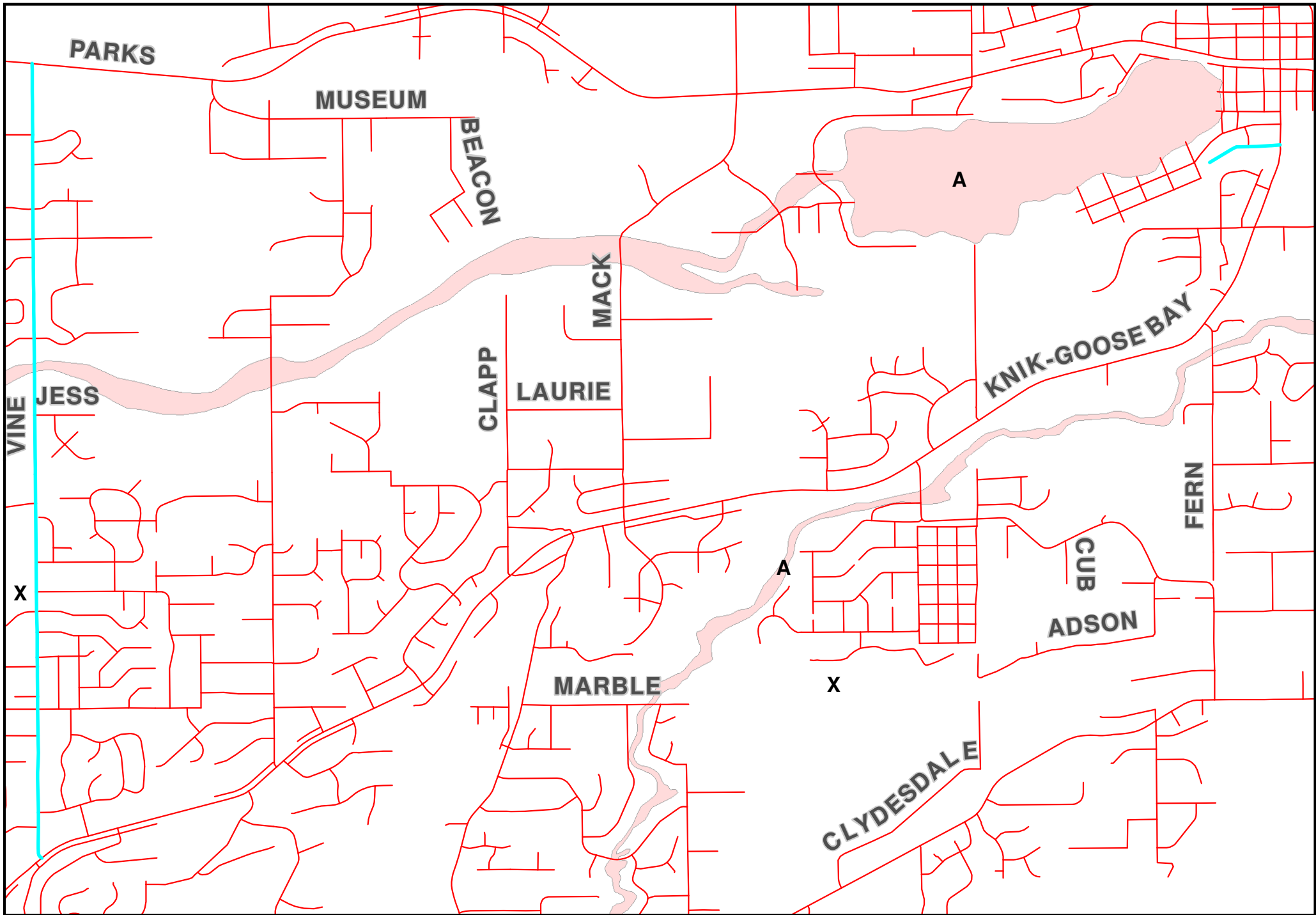
Carol

**Carol Roadifer, P.E., Designer**

State of Alaska DOT&PF, Central Region Preliminary Design & Environmental Section  
P.O. Box 196900, Anchorage, Alaska 99519-6900  
Phone 907.269.0547

*Keep Alaska Moving* through service and infrastructure.





**Matanuska Susitna Borough  
Permit Center**

**Flood Hazard Areas**

- A 1% Annual Chance of Flooding (Without Base Flood Elevation Data)
- AE 1% Annual Chance of Flooding (With Base Flood Elevation Data)

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## Roadifer, Carol J (DOT)

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**From:** Griswold, Keith - NRCS, Wasilla, AK <keith.griswold@ak.usda.gov>  
**Sent:** Friday, March 28, 2014 2:40 PM  
**To:** Roadifer, Carol J (DOT)  
**Subject:** Widening of KGB AD1006  
**Attachments:** ad1006\_KGB\_Widening.pdf

Ms. Roadifer

Here is the determination for the road project. I found no finding of conversion of farmland from the shapefile you presented me.

If you have any questions, please contact me

Thanks

Keith Griswold  
Central HUB Leader  
1700 E. Bogard Rd.  
Building A, Suite 203  
Wasilla, AK 99654

Office 907-373-6492 ext 101  
Cell 907-315-5054  
Fax 907-373-7192

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# FARMLAND CONVERSION IMPACT RATING

<b>PART I</b> (To be completed by Federal Agency)	Date Of Land Evaluation Request 2/12/14
Name Of Project Widening of KGB from Central to Vine Streets	Federal Agency Involved DOT
Proposed Land Use Roadway	County And State MatSu Borough, Alaska

<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS 3/19/14	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
		Acres Irrigated 1724	Average Farm Size 138 acres
Major Crop(s) Hay, Vegetables, cut flowers	Farmable Land In Govt. Jurisdiction Acres: 2,405,517 % 14	Amount Of Farmland As Defined in FPPA Acres: 288,000 % 12	
Name Of Land Evaluation System Used LESA	Name Of Local Site Assessment System LESA	Date Land Evaluation Returned By NRCS 3/28/14	

<b>PART III</b> (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	0.0	0.0	0.0	0.0

<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	0	0	0	0
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<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
<b>TOTAL SITE ASSESSMENT POINTS</b>	160	0	0	0	0

<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
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Reason For Selection: Note from NRCS. No farmland will be affected by the widening of this road. Existing road footprint exists or is timberland.



## STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 – Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 – Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state).

Step 3 – NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 – In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 – NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records).

Step 6 – The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 – The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

## INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

**Part I:** In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

**Part III:** In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

**Part VI:** Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

**Part VII:** In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site "A."}$$