



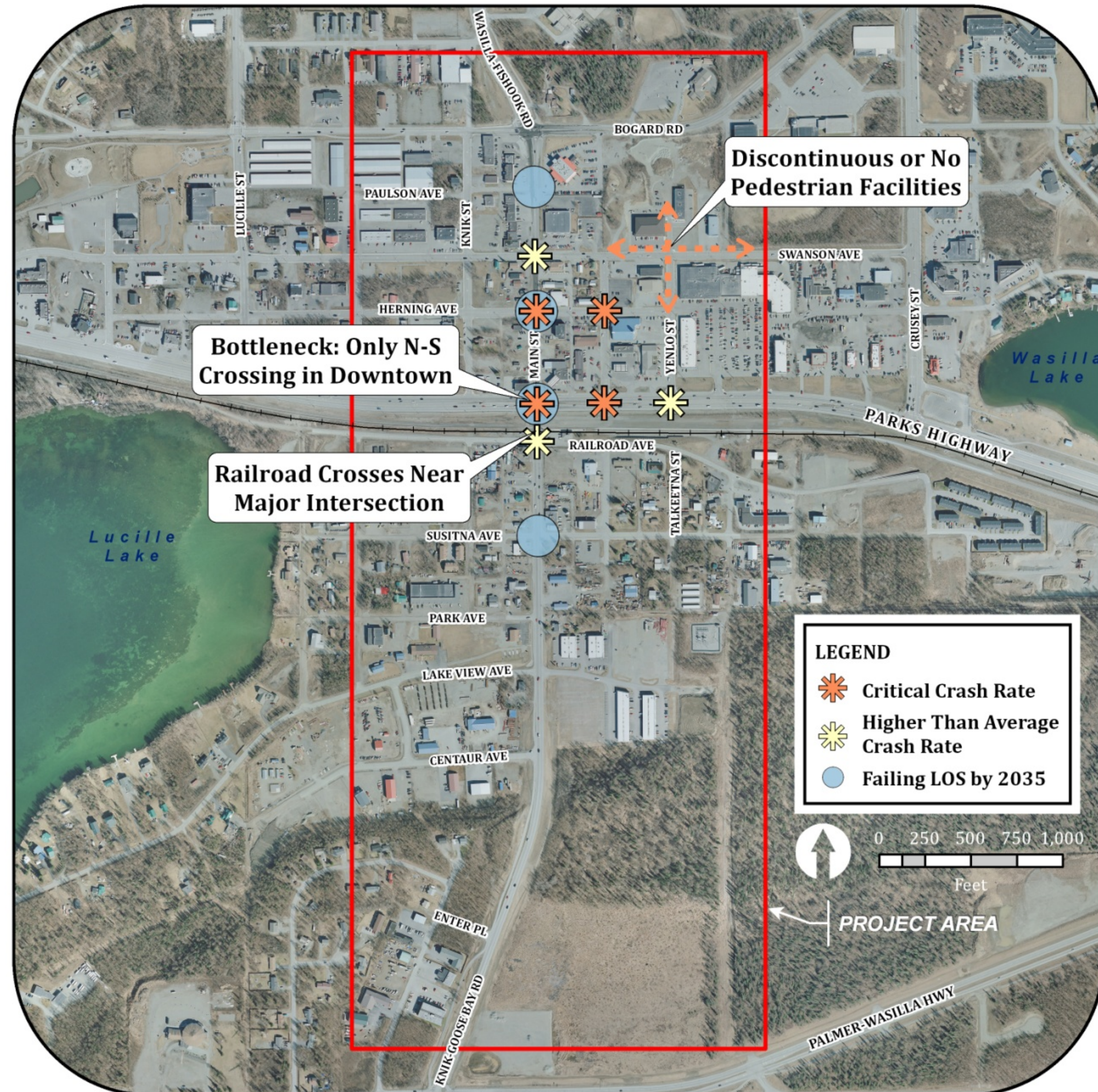
Project Purpose & Need

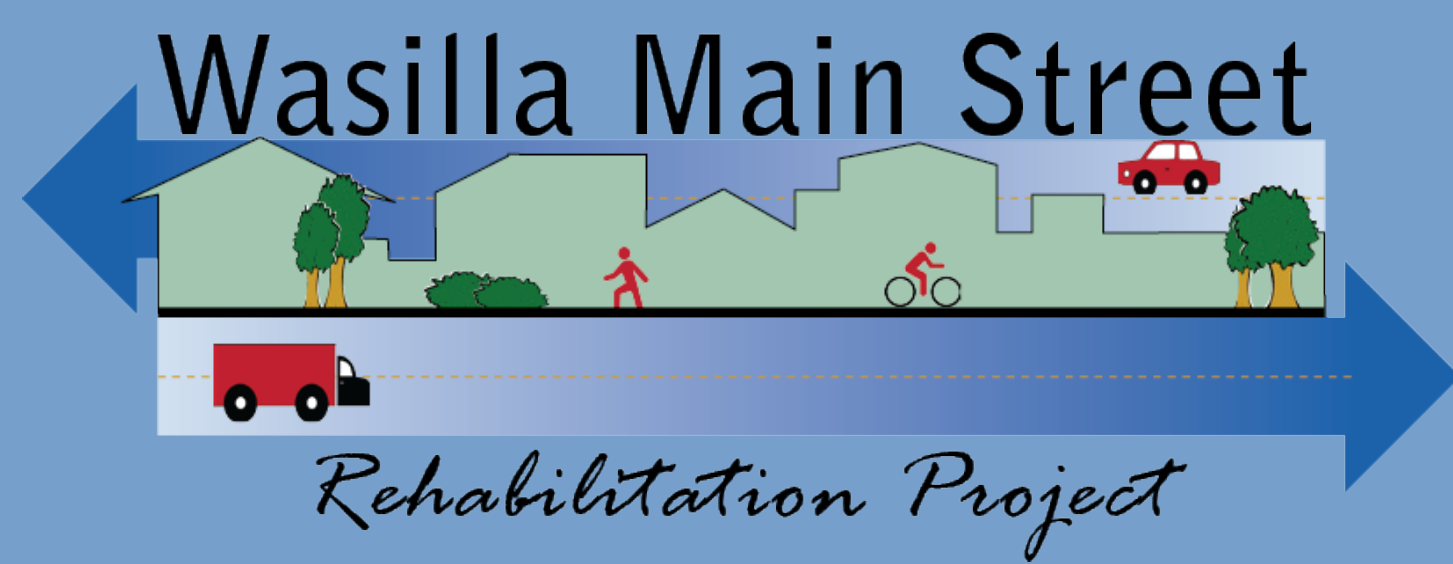
Improving local mobility for people and freight

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



Project Study Area





Project History

1980s

- 1983: Preliminary Studies started

1990s

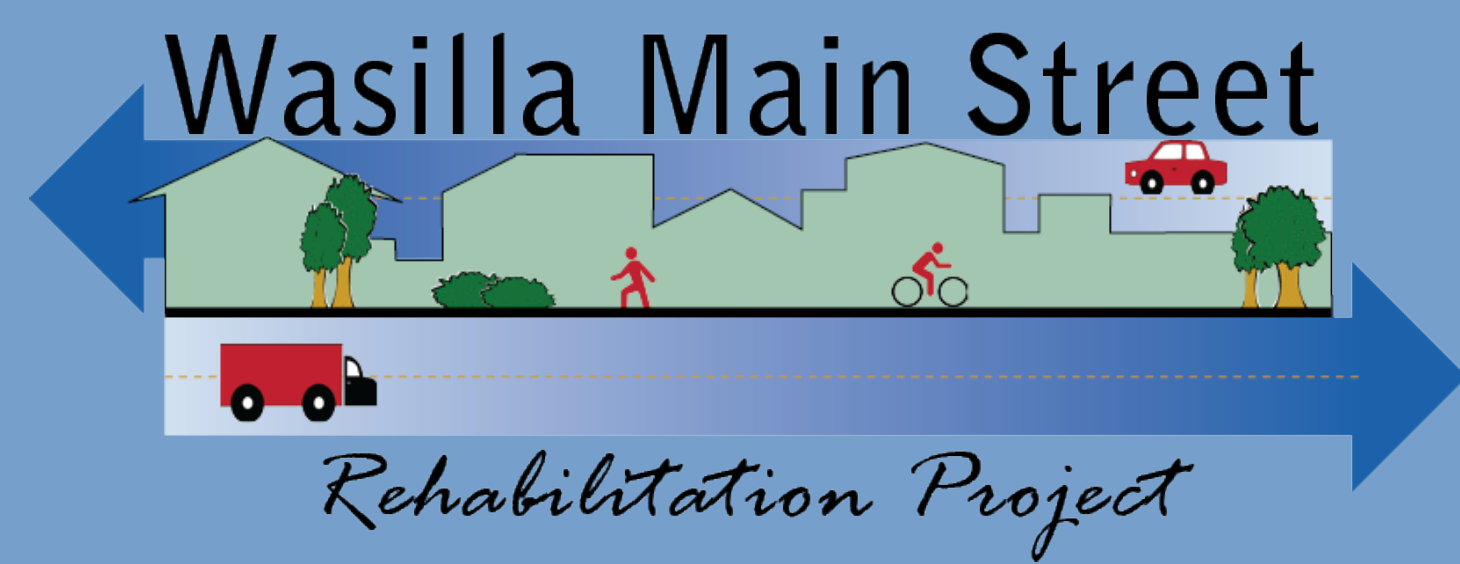
- 1992: Knik-Main Couplet proposed
- 1993: Environmental Assessment (EA) for Wasilla-Fishhook Rd (Glenwood-Schrock) completed. Knik-Main Couplet the preferred alternative.

2000s

- 2001: City raises concerns about Knik-Main Couplet impacts
- 2001: 3-lane Main St proposed as interim measure while studies continue
- 2003: EA re-evaluated
- 2004-2006: Traffic Study supports new Main-Yenlo Couplet alternative
City Council concurs
- 2008: New suggested alternative requires new EA

2010s

- 2011: Traffic Study updated to check 2006 projections and conclusions
- 2012: DOT&PF and FHWA move forward with EA



No Build Alternative

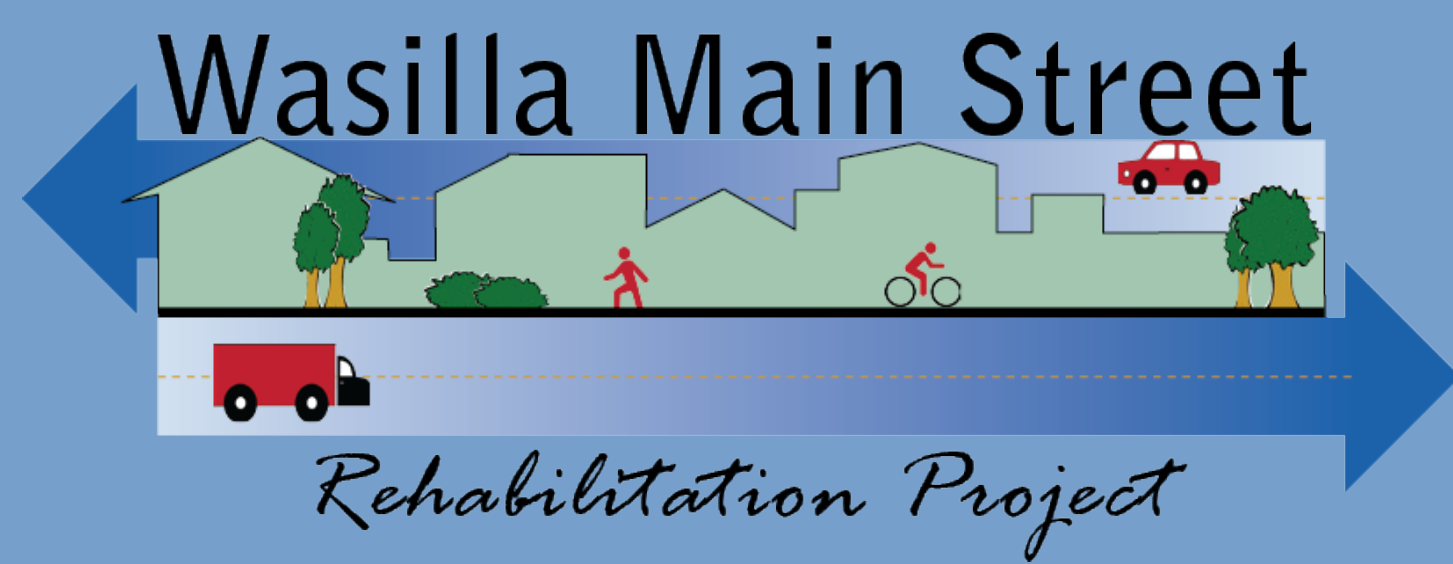
Components of No Build:

- Existing road system remains
- Traffic progressively worsens

Why dismissed?

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





Alternative A

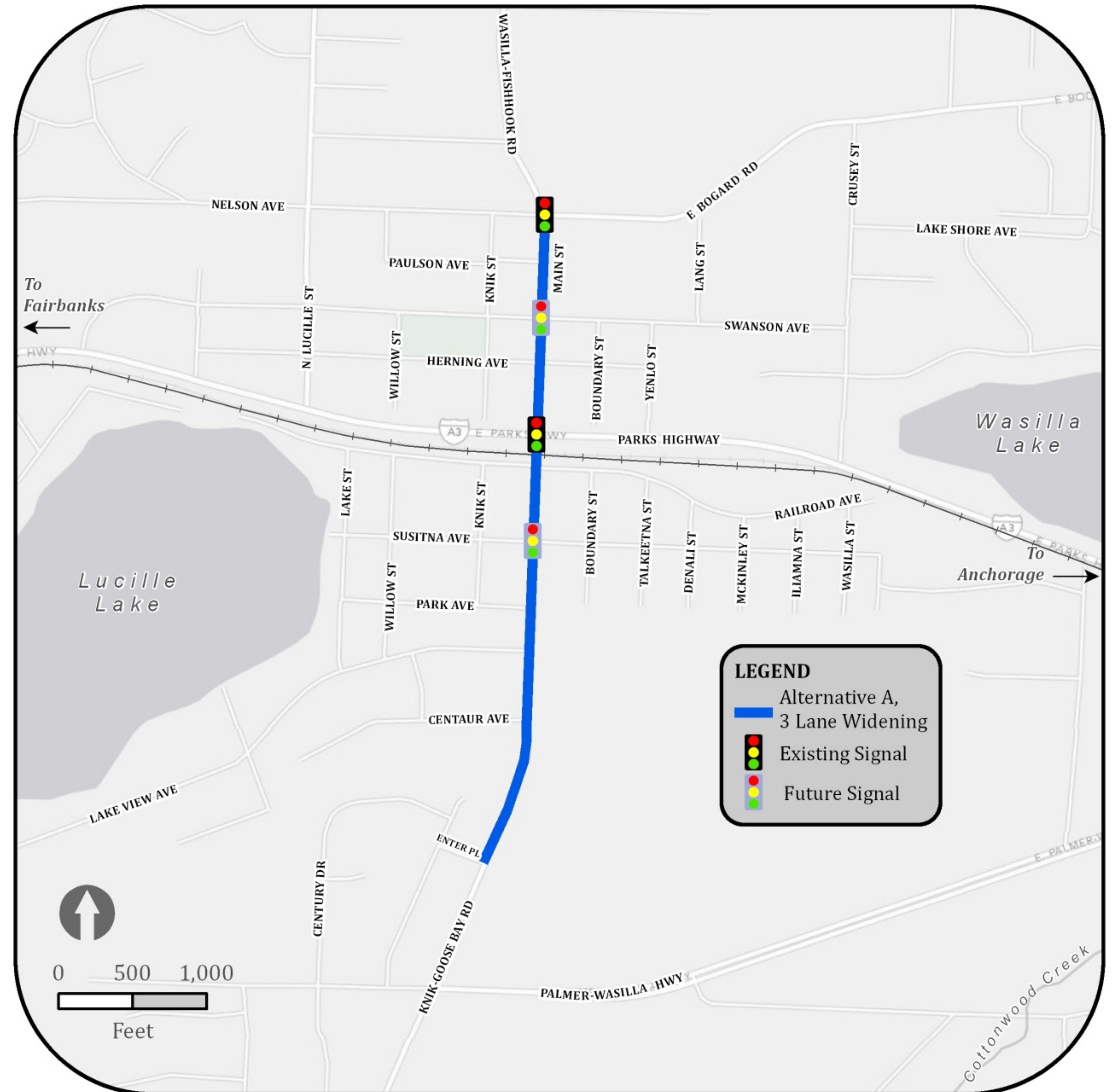
Components of Alternative A:

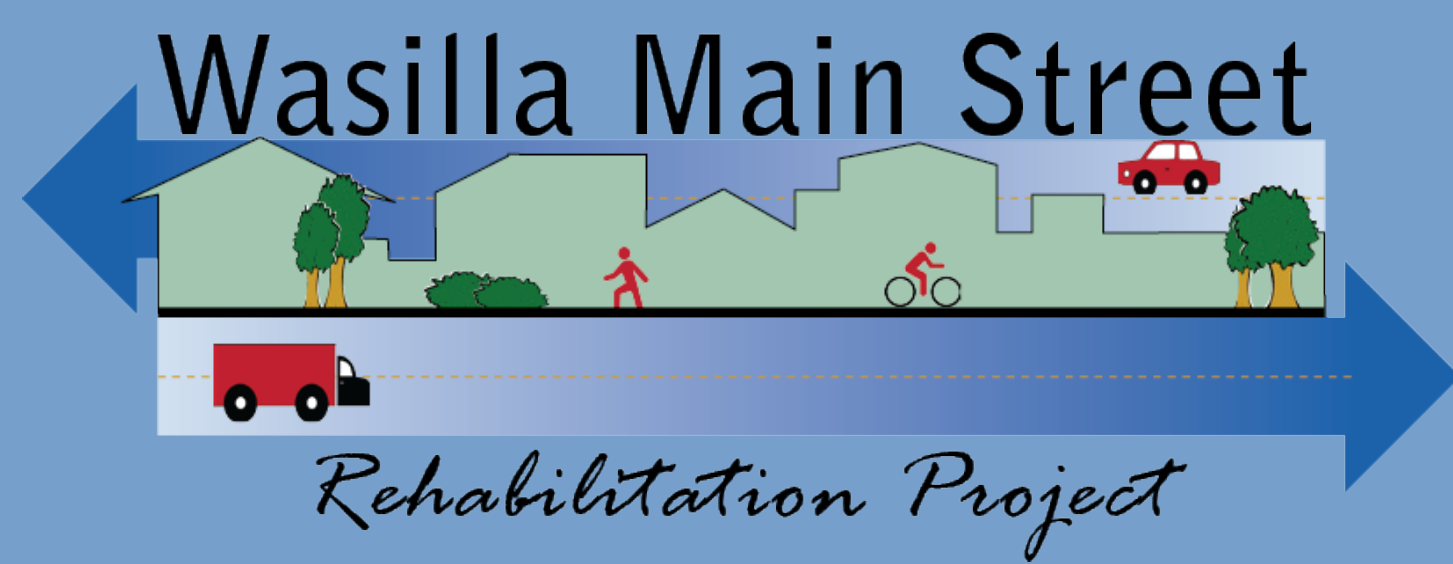
- One travel lane in each direction with a center two-way left turn lane
- 3-lane Main Street

Why dismissed?

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

Was constructed north of Parks Highway as an interim fix.





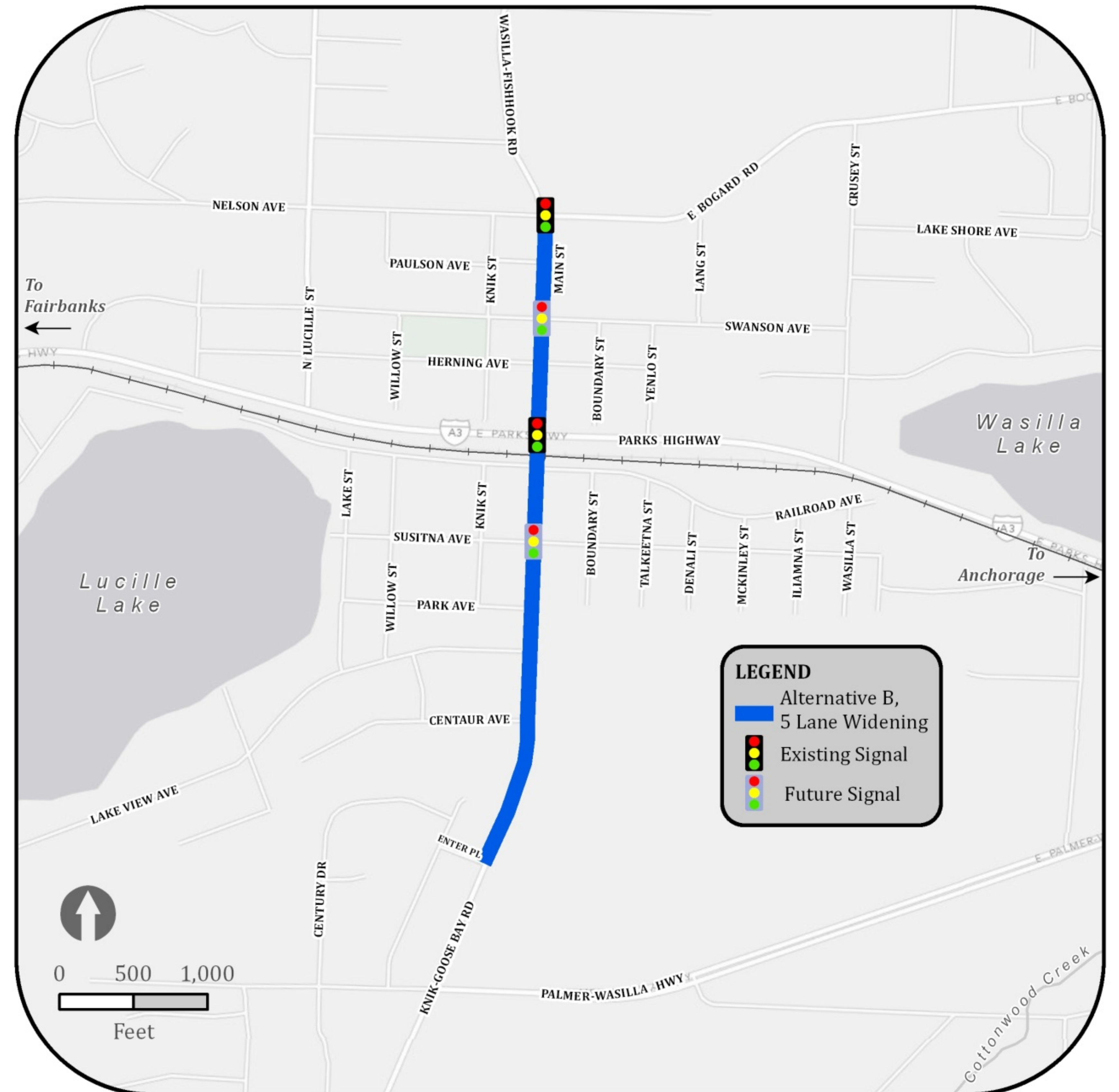
Alternative B

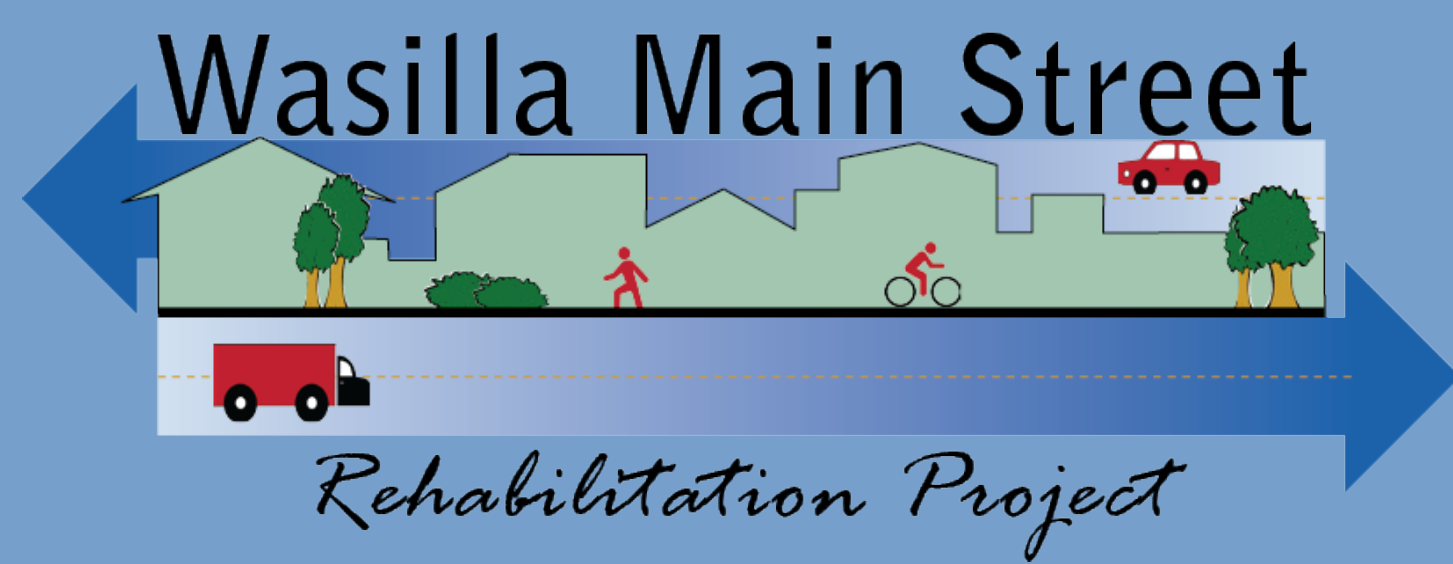
Components of Alternative B:

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

Why dismissed?

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





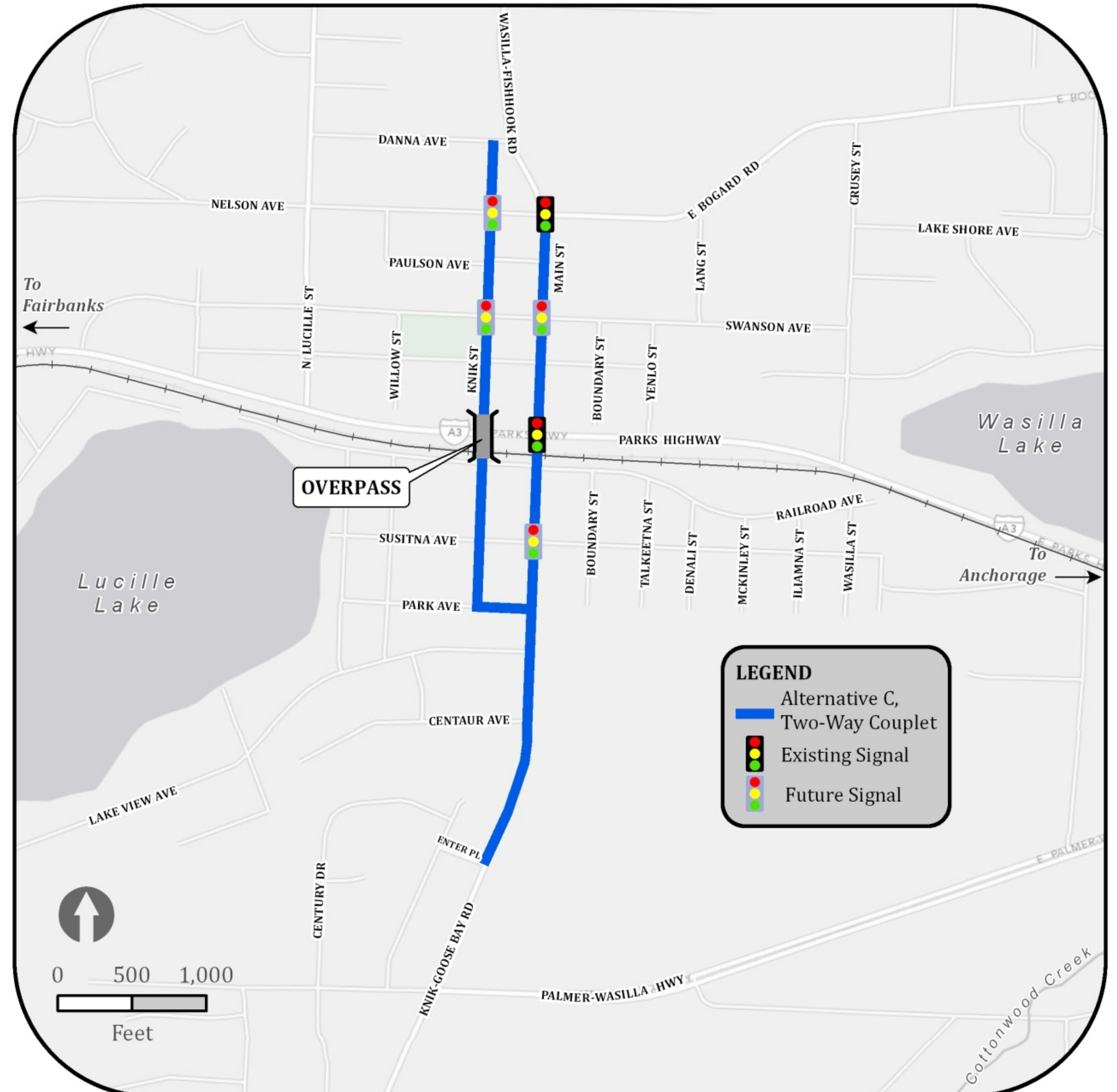
Alternative C

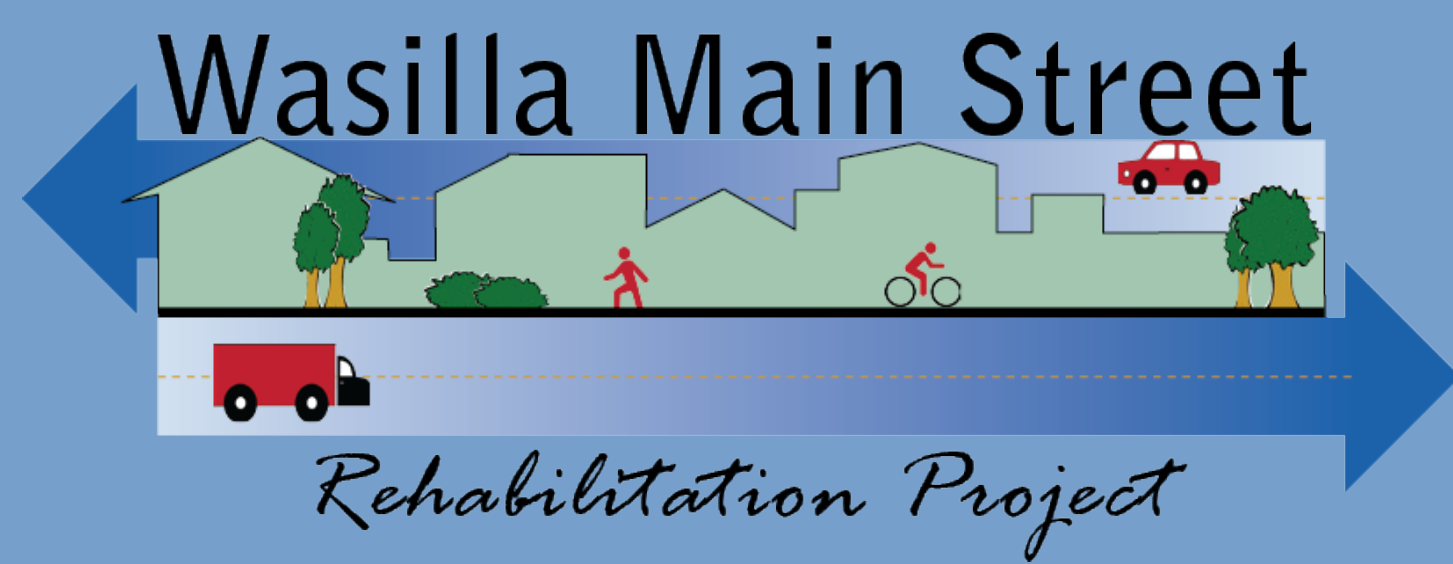
Components of Alternative C:

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

Why dismissed?

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





Alternative D

Components of Alternative D:

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

Alternative D:

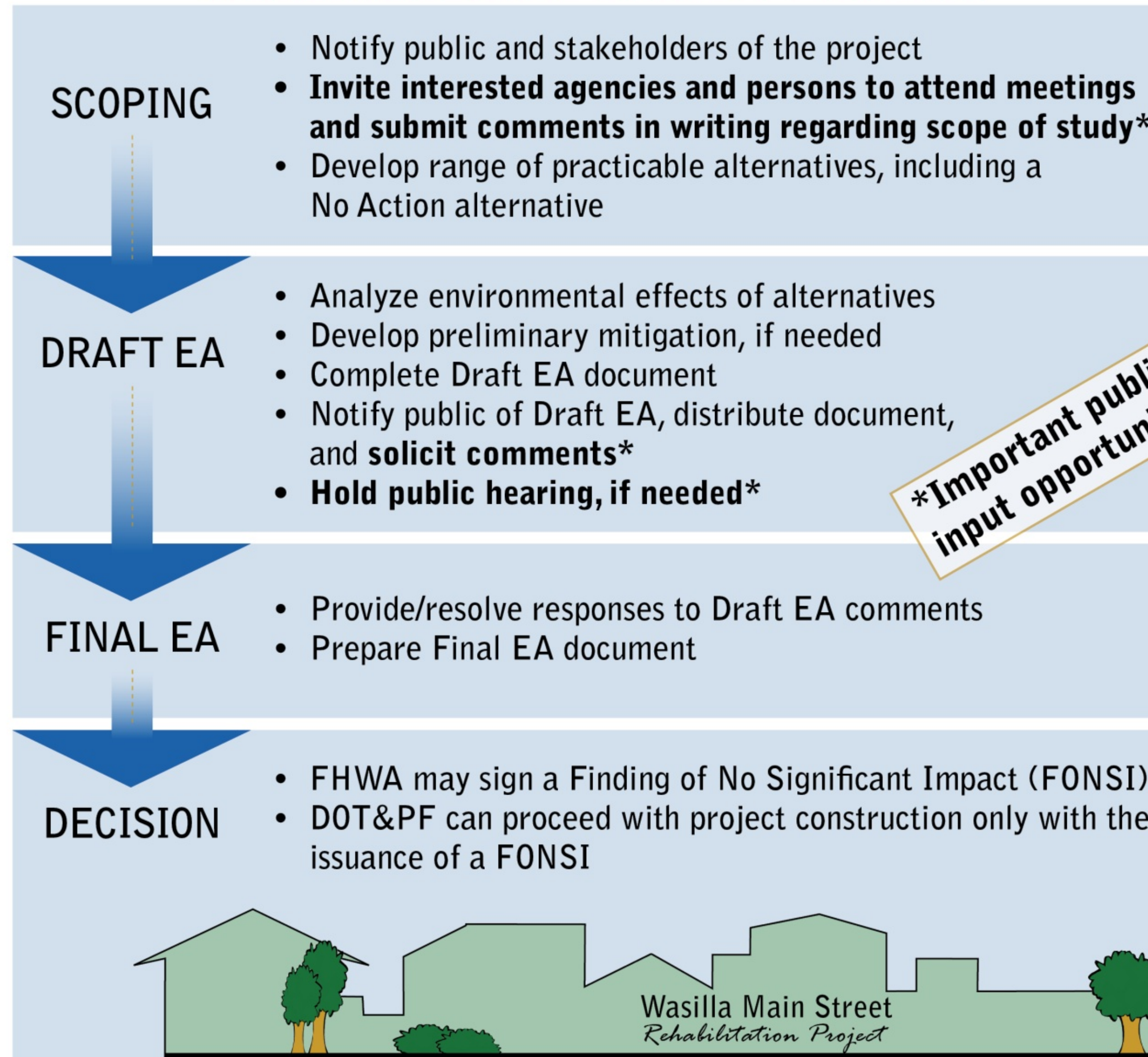
- Meets P&N
- Does address mobility, capacity, safety, congestion or travel efficiency issues
- Has support of City of Wasilla

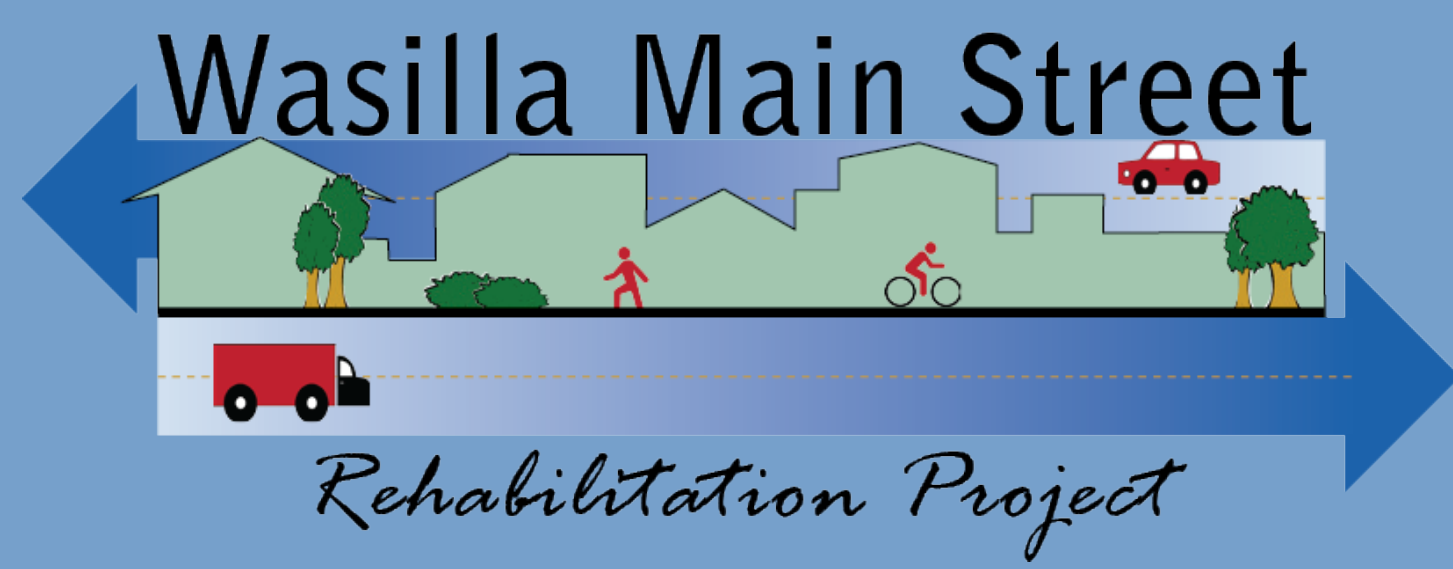




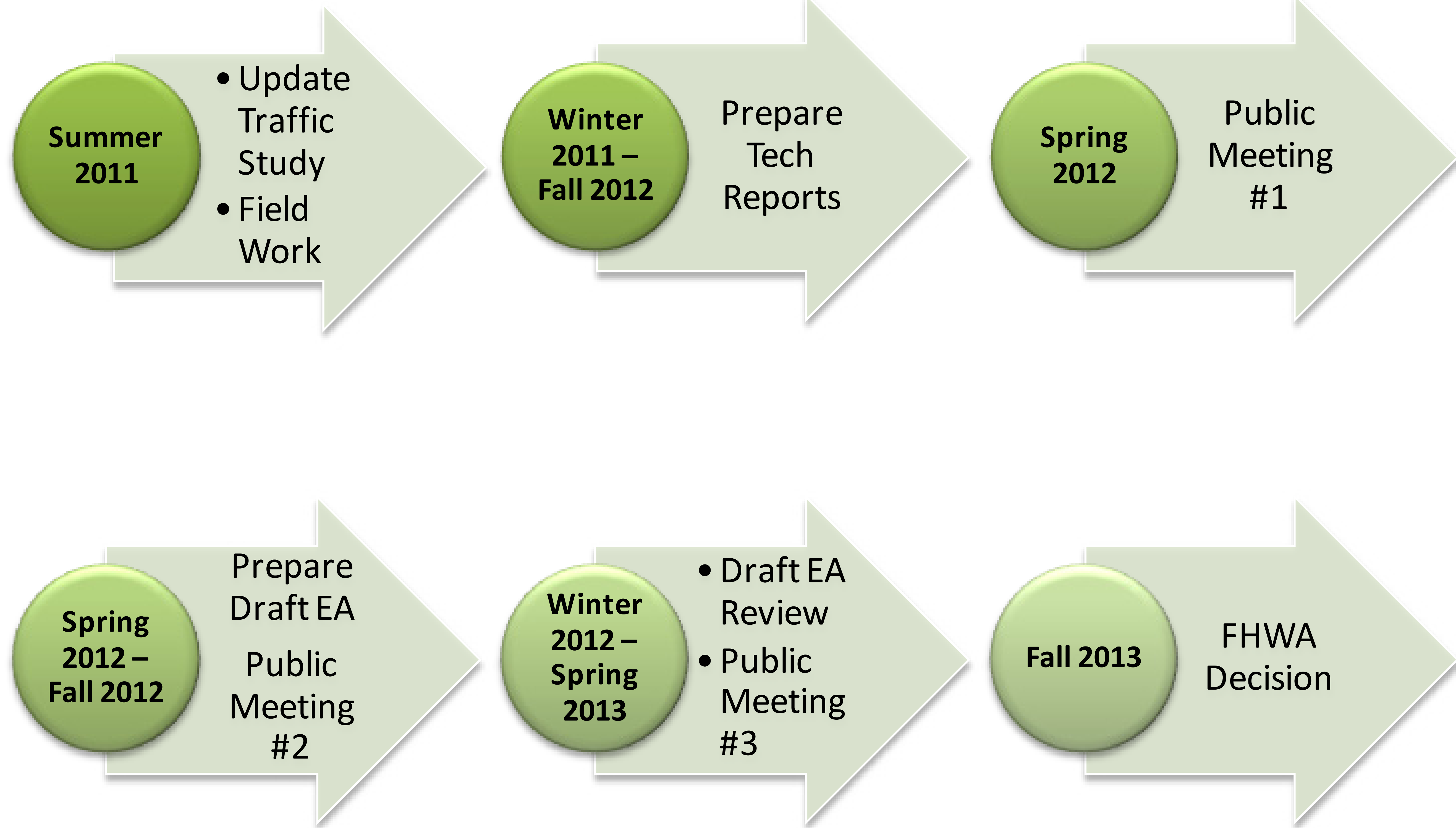
NEPA Process

ENVIRONMENTAL REVIEW PROCESS





Schedule



**Summer
2011**

- Update Traffic Study
- Field Work

**Winter
2011 –
Fall 2012**

Prepare
Tech
Reports

**Spring
2012**

Public
Meeting
#1

**Spring
2012 –
Fall 2012**

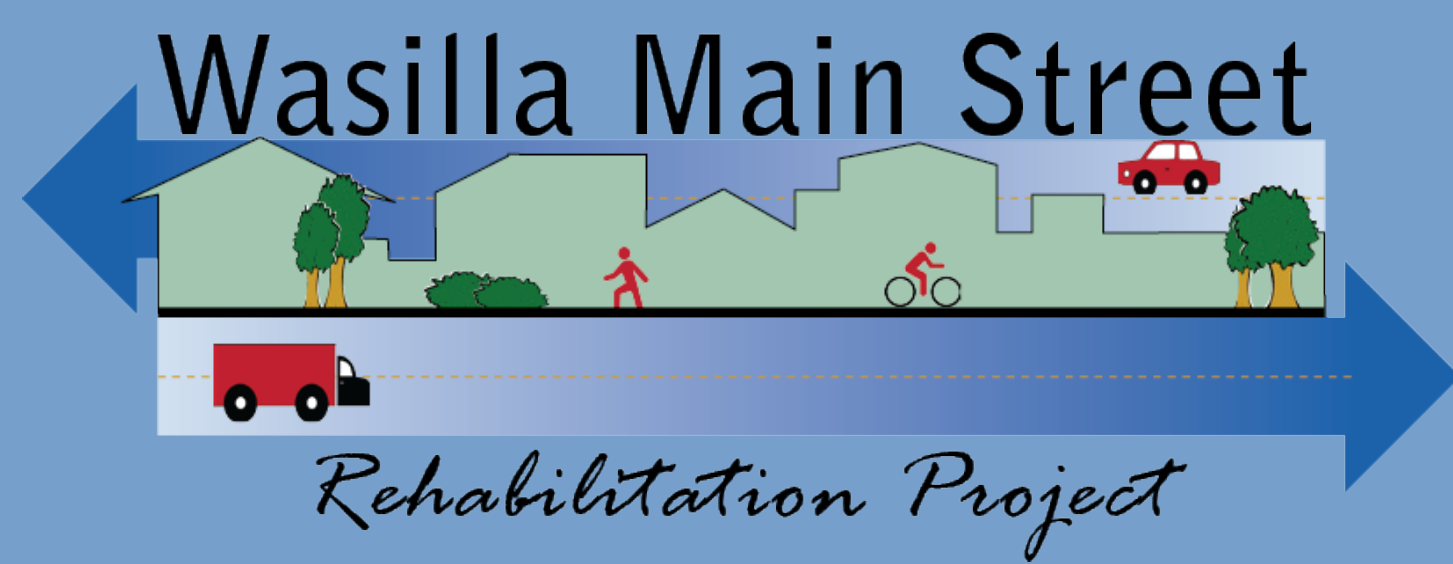
Prepare
Draft EA
Public
Meeting
#2

**Winter
2012 –
Spring
2013**

- Draft EA Review
- Public Meeting #3

Fall 2013

FHWA
Decision



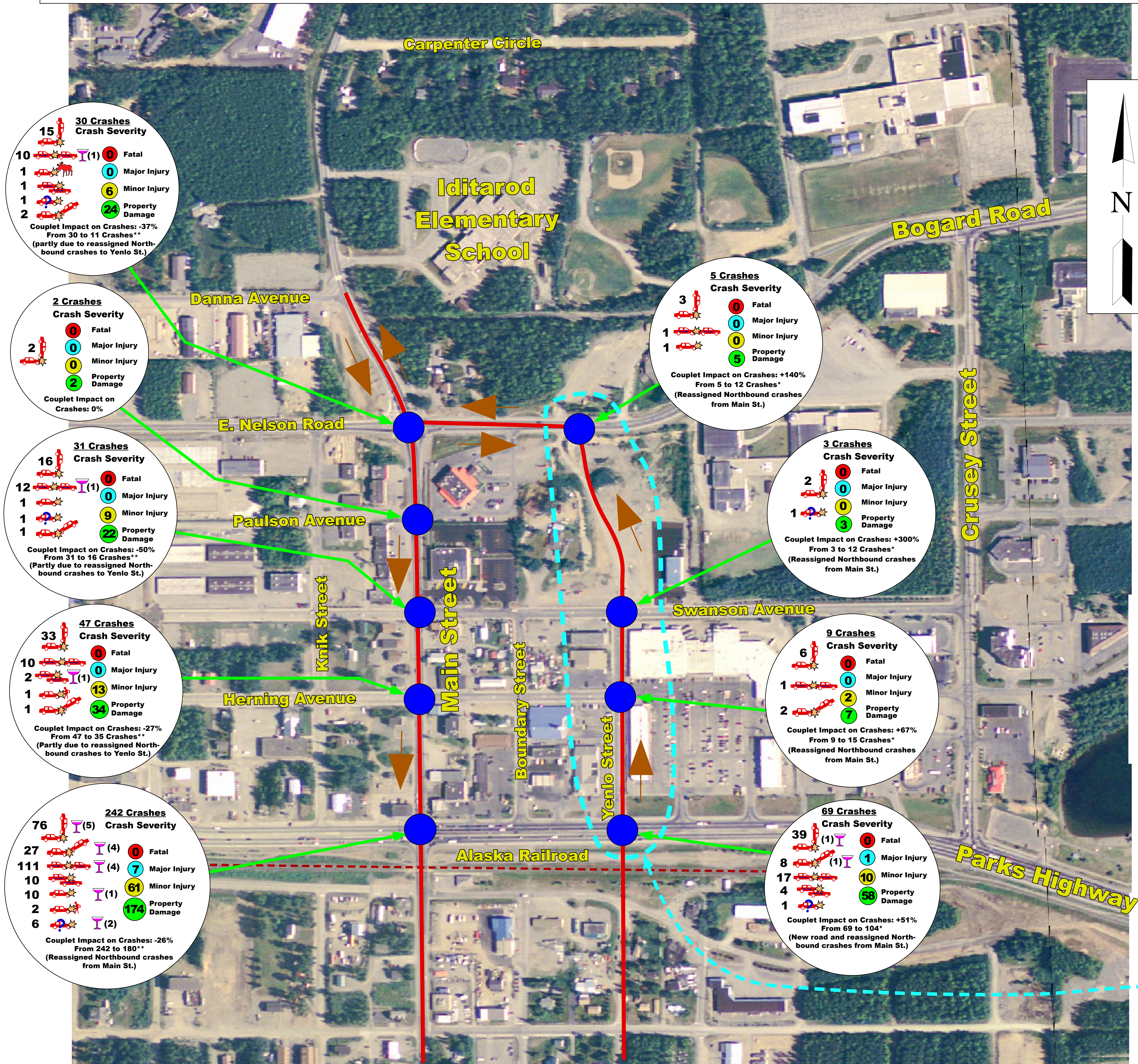
Your Input is Important

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

- Provide verbal comments at this meeting
- Submit a comment form in the box
- Fax to: (907) 745-4319
- Email to: rosetta.alcantra@hdrinc.com
- Mail to: Rosetta Alcantra, Public Involvement Lead
HDR Alaska, Inc.
742 S. Alaska Street
Palmer, Alaska 99645

Wasilla Main Street Rehabilitation Project

1999-2009 Intersection Related Crashes and Projected Crash Decreases/Increases with Couplet



LEGEND

Crash Types

- Rear End
- Head On
- Right Angle
- Left Turn
- Sideswipe
- Pedestrian
- Bicycle
- Light/Signal/Utility Pole
- Fixed Object (Includes Run-off-Road, Rollover/Overturn, Embankment, Ditch, Tree, Guardrail, Curb/Wall, Culvert, Parked Vehicle, Sign, Etc.)
- Moose/Animal
- Vehicle Overturned
- Other/Unknown

Indicates Alcohol/Drug Involvement

ALTERNATIVE "D" CRASH REDUCTION SUMMARY

TOTAL Crash Reduction - All affected Intersections
 Number of Crashes Reduced on Main Street-Knik & Goose Bay Road: **150**

Number of Crashes Increased on Talkeetna & Yenlo Streets: **98**

Net Crash Reduction: **52 of 510**
 Percent Reduction: **10.20%**

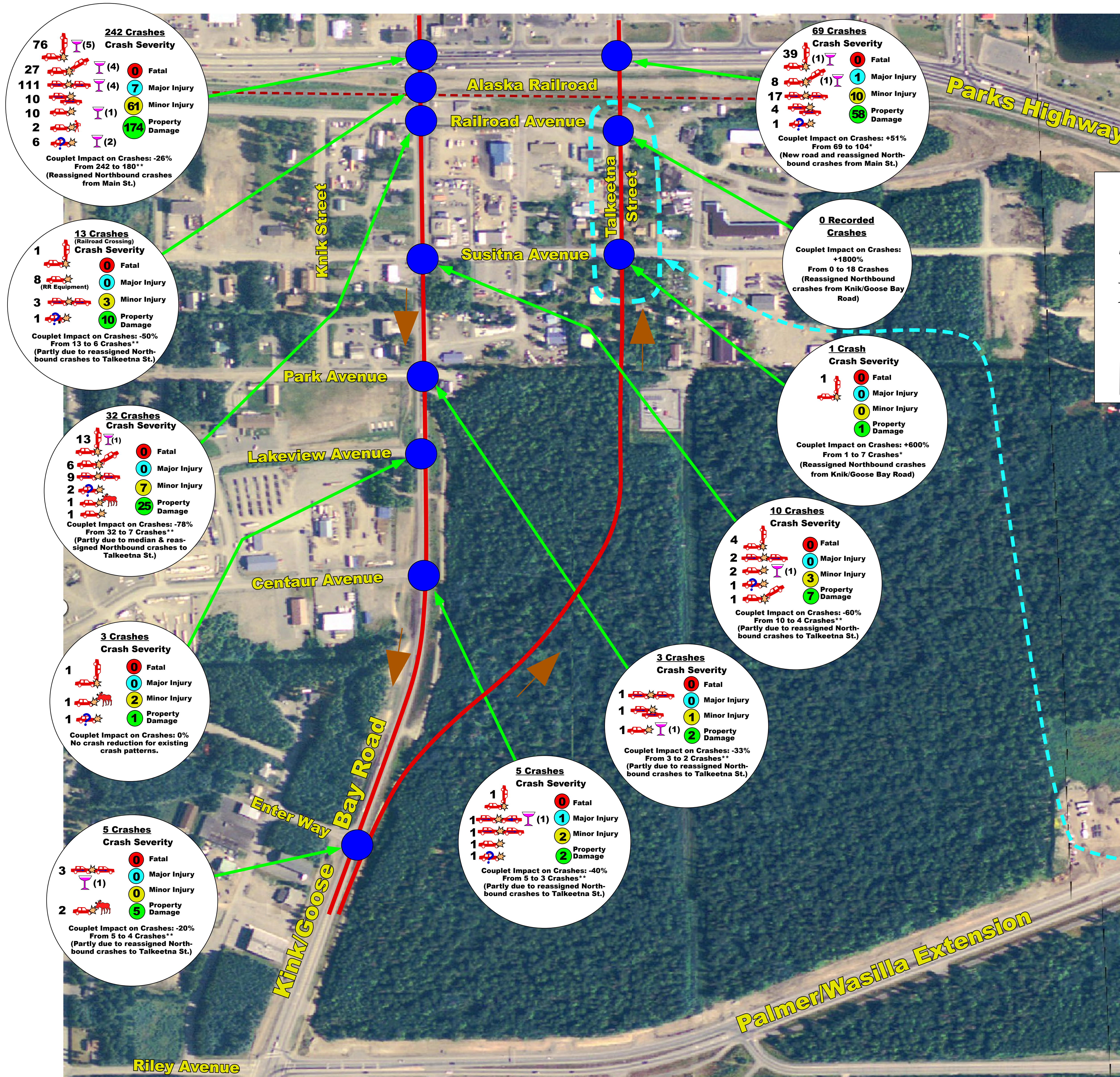
* Increase mostly due to reassignment of northbound related crashes to Yenlo-Talkeetna Streets from Main-KGB Streets.

** Decrease partly due to reduction in conflicts and reassignment of northbound related crashes from Main-KGB Streets to Yenlo-Talkeetna Streets

Although the crashes on the Yenlo Street segment show a significant percentage increase as a result of the couplet option, the actual number of increased crashes on Yenlo Street is low. (7 crashes at Bogard Road, 9 crashes at Swanson Avenue, 6 crashes on Hering Avenue and 35 crashes at the Parks Highway for a total of 57) Crash decreases on the Main Street portion as a result of the couplet option are 104.

Wasilla Main Street Rehabilitation Project

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** Decrease partly due to reduction in conflicts and reassignment of northbound related crashes from Main-KGB Streets to Yenlo-Talkeetna Streets

Although the crashes on the Talkeetna Street segment show a significant percentage increase as a result of the couplet option, the actual number of increased crashes on Talkeetna Street is low. (18 crashes at Railroad Avenue and 6 crashes at Susitna Avenue for a total of 24) Crash decreases on the Knik/Goose Bay Road portion as a result of the couplet option are 40.